

 MICROFILM

**START
OF ROLL**

ROLL NO.

*Construction
Contracts*

Reel 85

134-1002 W. City Limits-Main St. 1957
#4938 (Beaverton) Grading & Paving Proj.

RECEIVED

MAR 11 1958

FOR FILING

West City Limits-Main St. (Beaverton) Grading & Paving
Contract #4938

FINAL COST ANALYSIS
Contractor - Porter W. Yett
Resident Engineer-John Burton

March 7, 1958

NOTE: Farmington Hwy.
W. C. WILLIAMS Prefix 134-1002

134-1002
4938

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	101.6	Cu.Yd.	\$ 3.00	\$ 2.27	\$ 230.19	\$ 304.80
General Excavation	2,300.4	" "	1.00	.96	2,214.63	2,300.40
60" Corr. Metal Pipe	51	Lin.Ft.	37.00	32.09	1,636.63	1,887.00
36" Conc. Culvert Pipe	105	" "	11.50	7.59	797.06	1,207.50
60" Elliptical Inlet	1	Each	350.00	314.02	314.02	350.00
Adjustment of Manholes	19	"	30.00	30.00	570.00	570.00
Adjustment of Catch Basins	4	"	35.00	35.00	140.00	140.00
Concrete Curbs	101.93	Cu.Yd.	40.00	40.00	4,077.20	4,077.20
Concrete Driveways	311.62	Sq.Yd.	5.00	5.00	1,558.10	1,558.10
Concrete Walks	702.76	" "	3.70	3.70	2,600.21	2,600.21
Coarse Crushed Mat'l in Base	2509	Cu.Yd.	2.60	2.50	6,274.14	6,523.40
3/4"-0 Material in Base	555	Cu.Yd.	3.30	2.90	1,607.51	1,831.50
Sprinkling	32.2	M/Gal	3.00	2.74	88.27	96.60
Preparation of Base	.44	Mile	2,000.00	733.84	322.89	880.00
3/4"-0 Mat'l in Binder Course	60	Cu.Yd.	5.00	3.58	179.31	300.00
RC-3 Asphalt in Binder	9.79	Ton	45.00	37.89	370.98	440.55
Class "B" Asphaltic Concrete	1,767.86	Ton	8.60	7.69	13,602.25	15,203.60
RS-1 Asphalt	1.7	Ton	90.00	71.00	120.70	153.00
PA#1 Removal of Curbs	52	Lin.Ft.	.75	.57	29.66	39.00
PA#1 Removal of Walks	74.2	Sq.Ft.	1.25	.61	45.01	92.75
Force Account					253.20	253.20
					\$37,031.96	\$40,808.81

Gross Revenue \$40,808.81
Total Cost 37,031.96
Profit \$ 3,776.85
Net Profit Equals 9.2% of Gross Revenue

West City Limits-Main St. (Beaverton)
Contract #4938

Detail of Cost

LABOR:

Labor	\$5,530.17	
Labor Insurance	464.53	
Health & Welfare	<u>196.30</u>	\$ 6,191.00

MATERIALS:

Elliptical Inlet	\$ 235.66	
60" Corr. Metal Pipe 35' at \$22.11	773.85	
60" Corr. Metal Elbows 2 at 223.23	446.46	
60" Corr. Metal Bands 6 at 44.22	265.32	
36" Conc. Culv. Pipe 105' at 5.40	567.00	
Amount Paid For base rock 2509 Cu.Yd. at 1.40	3,512.60	
Amount Paid for 3/4-0 rock 615 " " at 1.50	922.50	
RC-3 Asphalt inc. Freight 9.79 Ton at 29.75	291.25	
RS-1 Asphalt inc. Freight 1.7 Ton at 33.35	56.70	
Class "B" Asph. Concrete 1,767.86 Ton at 4.25	<u>7,513.41</u>	\$14,584.75

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rental (Owned)	\$ 3,185.34	
Equipment Rental (Hired)	1,081.34	
Gas, Oil and Grease	970.35	
Bond	238.97	
P. U. C.	104.55	
Pl & Pd. Insurance	155.49	
Amount Paid Pacific Concrete Co.	8,945.51	
Freight & Cartage	350.40	
Home office and General Overhead	<u>1,224.26</u>	\$16,256.21
		\$37,031.96

West City Limits-Main St. (Beaverton)
Contract #4938
Remarks

This was a State Project calling for the grading and paving of .44 mile of highway roadbed on the West City Limits-Main Street (Beaverton) Section of the Farmington Highway in Washington County.

The contract was bid April 19, 1957, awarded April 26, 1957, work started June 17, 1957, and the project was completed August 30, 1957.

The contractor moved in one 3/4 cubic yard shovel, one D 4 cat with front end loader, one blade and two 5 cubic yard trucks and a crew of ten men. The clearing and excavation was performed simultaneously. The excavation consisted of primarily a widening job. Good progress was made on the excavation.

The Pacific Concrete Co. did all of the concrete work at bid prices. This portion of work progressed satisfactorily and they also did very good work.

The contractor crushed and hauled the base and shoulder rock from his commercial crushing plant located near Scholls with five trains, and processed with a blade and roller.

The contractor furnished the "Class "B" Asphaltic Concrete from his commercial plant located near Beaverton, hauled the material with four 8 cubic yard trucks, street equipment - one Barber Greene Paver, and two rollers. A total of 1,767 tons was placed in 31 hours which was good production on city work.

The contractor had good bid prices, good equipment and supervision realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser



RECEIVED
DEC 21 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

December 18, 1957

filed

134-1002
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1938
(VOUCHER NO.)

4 Final
(WARRANT NO.)

Porter W. Yett
(AMOUNT)

(DATE)

29043

H199698

\$1,529.34

12-17-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertrude Chapwaka
ACCOUNTING DIVISION

Specified completion Date: **90 workdays from 5-15-57**

Time Extensions: **None**

Completion Date: **Aug. 30, 1957**

Date Accepted: **Sept. 12, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Dec. 19, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: **DEC 23 1957** *GRW*

NOTED ON CARD

GRW

RECEIVED
DEC 12 1957

FOR FILING

134-1002
4938

Dec. 11, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4938 for grading and paving on the W. City Limits-Main St. (Beaverton) Section of the Farmington Highway in Washington County was completed by the contractor, Porter W. Yett, on Aug. 30, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$1,529.34 will be released to the contractor on or after Dec. 21, 1957. The total contract amount is \$40,806.81, of which amount \$253.20 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

 one

OREGON STATE HIGHWAY DEPARTMENT Field Engineer's Weekly Report FOR CONSTRUCTION PROJECTS ONLY

134-1002

For Week Ending October 5, 1957

Section West City Limits Main St. (Beaverton)Highway Farmington County WashingtonContractor Porter W. YettDate of contract April 28, 19 57Date work started June 17, 19 57Project authorization \$ 45083.25
Exclusive of engineering \$ 1878.39Estimated cost of completed project, exclusive of engineering \$ 41,170.31Estimated per cent overrun or underrun Underrun 1.69%Per cent of contract completed, based on total contract price 100%Engineering authorization \$ 3205.92Engineering cost to date \$ 3,899.47 121.67% %Kind of work Grading & PavingSection prefix 134-1002Contract number 4938Specified work days 90Work days used 53Per cent of time elapsed 58.9%Date project was completed August 30, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Submitted October 4, 1957

CONSTRUCTION DIVISION

RECEIVED

OCT 7 1957

NOTED

CE ACE CUE

Noted

M. N. Juve

Signed John H. Burton by C. T. FlickAddress 2131 S.W. Scholls Ferry Rd. Portland 1, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.44	0.44			0.44
Miles partially completed					
Miles completed	0.44	0.44			0.44
Total estimated quantities (contract)	2,000	3,140			1800
Total quantities corrected to date	2,300	3,000			1,700
Estimated quantities moved or placed to date	2,300	3,000			1,700
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	Showers		
Thursday	Cloudy		
Friday	"		
Saturday			

Mail original copy to Division Engineer on business of each week, retain triplicate copy for your own file.

RECEIVED
SEP 17 1957

FOR FILING

134-1002

4938

CERTIFIED MAIL

Sept. 16, 1957

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yett a portion of the funds heretofore retained by the Commission on contract No. 4938, for grading and paving on the W. City Limits-Main St. (Beaverton) Section of the Farmington Highway in Washington County.

This payment, in the amount of \$21,384.31, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$1,214.83. The present payment will be released on or after Sept. 26, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

Jm

RECEIVED
MAY 6 - 1957

FOR FILING

April 26, 1957

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on April 19, 1957 accepted your proposal for grading and paving W. City Limits-Main St. (Beaverton) on the Farmington Highway in Washington County for the sum of \$39,574, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This letter is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4938.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:cjd

cc - Mr. Edwards
Mr. Robert
Mr. G. Savage, HBC

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Modern Highways
c/o Scranton Pub. Co., Inc.
185 N. Wabash Ave.
Chicago 1, Illinois

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED

J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

WESTERN UNION TELEGRAM

1206 (4-33)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1957
9:30 a. m.

PORTER W. YETT
6500 N. E. Alneworth
PORTLAND, OREGON

CONTRACT FOR W. CITY LIMITS MAIN ST BEAVERTON GRADING AND
PAYING ON FARMINGTON HIGHWAY, WASHINGTON COUNTY FOR WHICH
YOU SUBMITTED LOW BID ON APRIL 19 AWARDED YOU TODAY. CONTRACT
FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMM

cc. - Confirmation
Accounting (5003-900)
C. W. Head
Files

RECEIVED
MAY 1 - 1957

FOR FILING

FORM E-30X-57,500-2-55-52997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4138

Salmon, Oregon

April 26, 1957

SUBJECT: West City Limits-Main St. (Beaverton)
Paving Project

To: Mr. S. H. Probert
OFFICE

We have received this date the City of Beaverton's deposit as required for the subject named project upon which bids were received April 9th. No new right-of way was required for this project.

This project is now clear for award of a contract.

C. G. Swenson

C. G. Swenson
Acting Engr., County and City Relations

CGS:mm

cc: Forrest Cooper
G. S. Paxson



NOTED
G. S. PAXSON

RECEIVED
APR 30 1957

FOR FILING

134-1002

4938

Salem, Oregon
April 26, 1957

Cooperative Construction Agreement
W. City Limits-Main Street Section
Farmington Highway
City of Beaverton

Mr. C. G. Svenson
City & County Relations Dept.
Office

Attention : Mr. John D. Graham
Office Engr., County & City Relations

MISC. CONTRACTS and
AGREEMENTS No. 1041

Attached hereto is a conformed copy of a Cooperative Construction Agreement with the City of Beaverton covering the W. City Limits-Main Street section of the Farmington Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Beaverton, Oregon.

Secretary

rn
Attach:

REFERRED TO
[Signature]
BY SECRETARY

[Signature]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 16, 1957

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Cooperative Construction Agreement
W. City Limits-Main Street Section,
Farmington Highway
City of Beaverton
(Assignment #143)

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require ^{your} signature of approval.

This completes Assignment #143.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JLG:mm
Att.

APPROVED
[Signature]
ASST. STATE HIGHWAY ENGINEER
Date April 17, 1957

APPROVED BY THE CITY COMMISSION
DATE Bids to be received 4-19-57
[Signature]
S. J. [Signature]

I-176(16) Pacific Hwy. Overcrossing
of S.P.R.R. at Jefferson Jct. 1957
#4939

RECEIVED
JUL 11 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 3, 1958

<u>I 176 (W)</u> (CONTRACT NO.)
<u>1939</u> (VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

11 Final
(WARRANT NO.)

Johnston & Bryant
(AMOUNT)

(DATE)

14908

H216551

\$ 14,439.79

7-3-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 225 workdays from 5-6-57

Time Extensions: None

Completion Date: June 12, 1958

Date Accepted: June 19, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: July 3, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 7 1958
GRW

NOTED ON CARD
DM

RECEIVED
JUN 25 1958

FOR FILING

1-15-61
4131

June 24, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4939 for the Pacific Highway Overcrossing of S.P.R.R. at N. Jefferson Jct. on the N. Jefferson Jct.-S.P.R.R. Overcrossing Section of the Pacific Highway in Linn County was completed by the contractor, Johnston and Bryant, on June 12, 1958, and was formally accepted by the Highway Commission on June 19, 1958.

Final payment in the amount of \$14,439.79 will be released to the contractor on or after July 5, 1958. The total contract amount is \$179,091.79, of which amount \$1,173.28 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

cm

RECEIVED
Form PR 3 (Revised 10-57)

FOR FILING

State Oregon

Project No. I-176(16)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of July, 19 57,
by and between The Oregon State Highway Commission

_____, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 27th day
of February, 19 57, a program, which was approved on
the 7th day of March, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the ~~State~~ ^{Division} Engineer of the Bureau of Public Roads approved said surveys, plans, specifi-
cations, and/or estimates on the 13th day of March, 19 57, and
the sum of one hundred ninety thousand, and 00/100

dollars (\$ 190,000.00) as the share of the United States payable under said act on account of said
project which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;

Chapter 529, Laws 1939.

(Include date and citation of

act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 842+78 and 847+38, north of Albany,

length 0.087 miles, in Linn County,
being Oregon project No. I-176(16), consisting of 0.000 miles of
roadway and one bridge, each of more than 20 feet clear span, 0.087 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety thousand, and 00/100 dollars (\$ 190,000.00), which does not exceed the authorized Federal pro rata share of two hundred six thousand, one hundred seventy and 70/100 dollars (\$ 206,170.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

W. A. Allen
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Charles Reynolds

Chairman, State Highway Commission
(Title of officer)

By

Mr. M. L. Luer

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

By

COMMISSIONER OF PUBLIC ROADS,

C. H. Polk

Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid
Project No. I-176(16)

SOUTHERN PACIFIC RAILROAD (JEFFERSON) OVERCROSSING ON THE
PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon May 6, 1957

Type Code P. E.

All Required Preliminary Engineering \$ 10,000.00

Type Code X521

S.P.R.R. Overcrossing (Sta. 842+78 to Sta. 847+38) (Contract No. 4939)

720 cu. yds.	Structural Excavation	\$ 10.00	\$ 7,200.00
2,140 lin.ft.	Furnish Steel Pile Shells	3.45	7,383.00
97 only	Drive Steel Pile Shells	40.00	3,880.00
1,677 cu.yds.	Class "A" Concrete	57.00	95,589.00
395,000 lbs.	Metal Reinforcement	.13	51,350.00
935 lin.ft.	Metal Felt	10.00	9,350.00
75 lin.ft.	6-inch Metal Drain Pipe	3.00	225.00
			<u>225.00</u>

All Required Work Performed by S.P.R.R. forces \$174,977.00
3,360.00

Subtotal \$178,337.00
10% Engr. & Cont. 17,833.70

Total \$196,170.70

Length of Structure.....0.087 mile.

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 10,000.00	\$ 9,000.00	\$ 1,000.00
Structure	<u>196,170.70</u>	<u>181,000.00</u>	<u>15,170.70</u>
	\$206,170.70	\$190,000.00	\$16,170.70

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939;

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-176(16)

SOUTHERN PACIFIC RAILROAD (JEFFERSON) OVERCROSSING ON

THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon March 22, 1957

Type Code P.E.

All Required Preliminary Engineering \$ 10,000.00

Type Code X521

S.P.R.R. Overcrossing (Sta. 842+78 to Sta. 847+38)

720 cu. yds.	Structural Excavation	\$10.00	\$ 7,200.00
2,140 lin.ft.	Furnish Steel Pile Shells	6.00	12,840.00
97 only	Drive Steel Pile Shells	70.00	6,790.00
1,677 cu. yds.	Class "A" Concrete	70.00	117,390.00
395,000 lbs.	Metal Reinforcement	0.15	59,250.00
935 lin. ft.	Metal Rail	14.00	13,090.00
75 lin.ft.	8-inch Metal Drain Pipe	4.00	300.00
			<u>\$ 216,860.00</u>
All Required	Work Performed by S.P.R.R. Force		<u>3,360.00</u>
			<u>\$ 220,220.00</u>
	Subtotal		\$ 220,220.00
	10% Engr. & Cont.		<u>22,022.00</u>
	Total		<u>\$ 242,242.00</u>

Length of Structure.....0.007 mile.

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 10,000.00	\$ 9,000.00	\$ 1,000.00
Structure	<u>242,242.00</u>	<u>223,000.00</u>	<u>19,242.00</u>
	\$252,242.00	\$232,000.00	\$ 20,242.00

SOUTHERN PACIFIC R. R. (JEFFERSON) OVERCROSSING

Project No. I-176(16)

(Work performed by the S.P.R.R. Forces)

Remove and Replace Signal Lines	\$ 1,970.00
Install and Remove Telltales	655.00
Freight	55.00
Material Handling	55.00
Accounting	300.00
Contingencies	<u>500.00</u>
	\$ 3,135.00
Less Salvage	<u>175.00</u>
	\$ 3,360.00

RECEIVED
JUN 7 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

May 27, 1957

RAILROAD COMPANIES

FILE No. 477

SUBJECT: Pux 176 & R/W File No. 25741
Second Jefferson Junction O-Xing
Pacific Highway-S.P. Co.
Linn County

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

L Herewith I hand you for your records fully executed copy of agreement with Southern Pacific Company covering the above titled project.

The easement agreement is being processed by Mr. Saling and when the instrument has been placed on record it will be forwarded to you.

J. W. DeSouza
J. W. DeSOUZA

Assistant Counsel

JWD:RN

ENCL.

cc: Mr. Earl Saling

REFERRED TO

BY SECRETARY

RECEIVED
FOR FILING

7/1/57
4937

Salem, Oregon
May 15, 1957

S.P. RR Overcrossing -
Santiam Junction Section
Grading

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add \$15,800 to the authoris-
ation for the subject job to cover 163 acres of seeding and
refertilization and approximately 43 acres of mulching to control
erosion.

It is anticipated that the work will be accomplished by
state forces using mechanized seeding and mulching equipment under
the supervision of the Landscape Engineer.

Forrest Cooper.
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. H. H. Astrup

FOLLOWING TERMS:

1957

FILING

4934

April 26, 1957

Johnston & Bryant
803 E. 6th Street
Newberg, Oregon

Gentlemen:

The State Highway Commission on March 28, 1957 accepted your proposal for the Pacific Highway Overcrossing of N.P.R.R. at Jefferson Junction in Clatsop County for the sum of \$174,977, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4939.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

OR

cc - Tom Edwards
R. H. Probert
R. G. Savage, SLAC
P. M. Stephenson

Mr. Lowell Richards
c/o Daily Journal Commerce
83 Columbia St.
Seattle 4, Wash.

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Modern Highways
c/o Scranton Pub. Co., Inc.
185 N. Wabash Ave.
Chicago 1, Illinois

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☒
DAY LETTER	☐
NIGHT LETTER	☐

\$
S
E

WESTERN UNION TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1957
9:45 a.m.

JOHNSTON & BRYANT
803 E 6th Street
NEWBERG, OREGON

CONTRACT FOR PACIFIC HIGHWAY OVERCROSSING OF S. P. RR AT
JEFFERSON JCT, LINN COUNTY FOR WHICH YOU SUBMITTED LOW
BID ON MARCH 28 AWARDED YOU TODAY. CONTRACT FORMS FOLLOW
SHORTLY.

H. B. GLADYER, SECRETARY
OREGON STATE HIGHWAY COMM

cc - Confirmation
Accounting (5003-900)
C. W. Head
Files

RECEIVED
APR 26 1957

FOR FILING

7-176 (16)

1129

April 26, 1957

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

RE: Jefferson Junction Overcrossing
of Southern Pacific Railroad
P.A.P. Ore. 1-176(16)

On March 28, the Commission accepted the low bid of Johnston & Bryant in the sum of \$174,977.00 for the above project and directed the engineer to award the contract to the low bidder as soon as all rights of way for the project were acquired.

All rights of way for the project have been acquired and I propose to award the contract to Johnston & Bryant as of this date. May I have your concurrence on the award of this project.

Attached are three copies of P. U. C. Order No. 34306 dated September 21, 1956 for the project. On March 25, you were furnished a copy of a letter from the Southern Pacific Company indicating their approval of the plans for the project. On March 21, you were furnished an unsigned copy of the State-Railroad Agreement for the project. This Agreement has been executed by the Highway Commission and is now in the hands of the Southern Pacific Company for their final execution. Conformed copies of the Agreement will be furnished you when all necessary signatures have been obtained.

Very truly yours,

W. C. Williams
State Highway Engineer

CAQ/kos
Attached

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

March 4, 1957

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

SUBJECT: Pux 176-North Jefferson
Junction Overcrossing
Pacific Highway
S.P. Co. (Linn County)

Herewith I hand you, for execution by the State Highway Commission, original and duplicate copy of easement agreement and original and duplicate copy of construction agreement covering the Second Jefferson Junction Overcrossing structure on the Pacific Highway in Linn County. Both copies of the easement agreement should be acknowledged by the Highway Commission.

After execution and acknowledgement by the Highway Commission, please return all copies direct to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson

4 (A) COPIES TO
BE SIGNED

AUTHORIZED BY HIGHWAY COMMISSION
DATE Aug 16 1956 page 42
Mr. Glaisyer
Secretary

RECEIVED
MAR 15 1957

FOR FILING
OREGON DISTRICT

I-176 (16)

4139

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-176(16), Southern Pacific Railroad Overcrossing (Jefferson) on the Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By

E. H. Cowan

E. H. COWAN
Principal Highway Engineer

Polk

RECEIVED
JAN 21 1957

FOR FILING

I-176(1)
4721

January 18, 1957

Mr. L. R. Smith
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

This is in reply to your letter of January 15 concerning the additional overcrossing of your main line at South Jefferson Junction, your Milepost 696.9.

The new structure will have a roadway width of 42 feet between curbs, which is a widening of 12 feet in addition to that proposed when the Public Utilities Commissioner hearing was held. This widening is all on the south side of the structure. I am attaching hereto a print from our Drawing 12729 which shows the revised layout and elevation of the structure.

We have no intention of widening or otherwise altering the present crossing of the railroad at this point.

We are advised by the Public Utilities Commissioner that the construction of the additional crossing will not require a P.U.C. hearing but can be made by amended order upon submission of plans to him which have been approved by both the State and the Railroad Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Fosson
Assistant State Highway Engineer

GSP:ga

cc Mr. W. C. Williams
Mr. P. M. Stephenson

LOB 47112
JAN 15 1957
M. C. SMITH

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

B-2660

L. R. SMITH
SUPERINTENDENT

January 15, 1957

IN REPLY PLEASE REFER TO

PD-22292

Mr. W. C. Williams
Oregon State Highway Engineer
Salem, Oregon

Dear Sir:

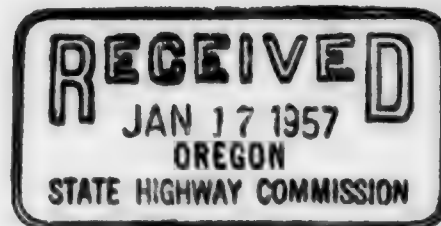
Recently we had PUC Order for the construction of an additional overhead structure across our Main Line at Jefferson Junction, our MP-696.9. We are now preparing an additional easement and the question of just how wide the new structure will be to take care of the accelerating lane, which we understand Bureau of Public Roads will request State to construct when this overhead is installed.

Also, our Chief Engineer would like to have detailed plans of this proposal. These plans should include the new structure as well as decelerating lane if the old structure is to be widened across our tracks.

Yours truly,

L. R. Smith

NOTED
JAN 17 1957
C. S. P. SMITH



RECEIVED
DEC 17 1956

FOR FILING

T-116 (56)

4757

December 14, 1956

Mr. L. R. Smith
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

This is in answer to your letter of December 3 concerning easements in the vicinity of South Jefferson Junction near Millersburg, your Milepost 696.9.

Under date of October 10, 1956 you sent us a print from your Drawing P 10493 dated July 24, 1956, on which you showed an additional easement 25 feet in width lying to the west of our highway and adjoining the easement previously granted to us for the South Jefferson Junction Overcrossing. We will need this easement as shown on that drawing.

Recently we have discussed with Mr. Bartlett of your office a longitudinal easement for the encroachment of slopes on your right of way south of South Jefferson Junction. We have revised our plans so that this longitudinal easement will no longer be required.

If you can proceed with the granting of the easement as shown on your Drawing P 10493, I believe our needs will be satisfied.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxon
Assistant State Highway Engineer

GSP:gn

cc Mr. W. C. Williams
Mr. P. M. Stephenson

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. R. SMITH
SUPERINTENDENT

December 3, 1956

IN REPLY PLEASE REFER TO

PD-22292

Mr. W. C. Williams
Oregon State Highway Engineer
Salem, Oregon

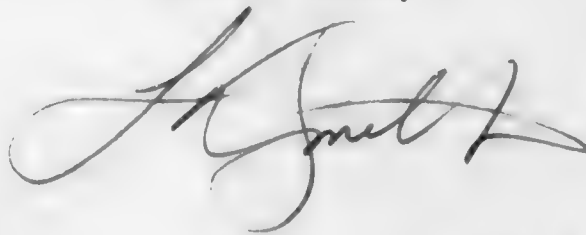
Attention - Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

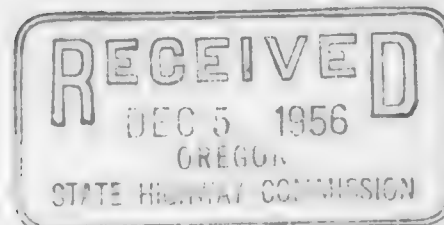
This will confirm conversation with you and Asst. Engineer Bartlett relative to State desiring additional easement for their secondary line of Highway at MP-696.9, South Jefferson Junction, near Millersburg:

We are holding up preparation of agreements until we are definitely informed that State will need this additional property. In the last conversation with you it was your thought that property which you now have under easement would be sufficient to take care of all your requirements.

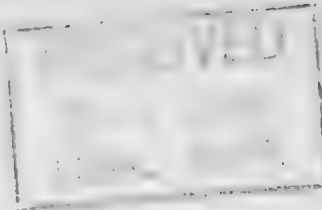
Yours truly,



NOTED
G. S. PAXSON



4939



Order #34806

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2521

In the Matter of the Application of the)
State of Oregon, by and through its State)
Highway Commission, for authority to con-)
struct an overcrossing over and across the)
tracks and right of way of Southern Pacific)
Company on the proposed southbound lanes of)
the Pacific Highway East, 2.5 miles South-)
west of Jefferson, known as the NORTH ^{South})
JEFFERSON JUNCTION OVERCROSSING, in the) ORDER
Southeast quarter of the Northeast quarter)
(SE $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 16, Township 10 South,)
Range 3 West, W.M., in Linn County, Oregon.)

The above entitled matter was duly heard on
Monday, August 27, 1956, at 1:00 P.M., in the Linn
County Court House, Albany, Oregon, before C. E. Jaqua,
Utility Engineer, representing the Commissioner. The
following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem,
Oregon
Representing Oregon State Highway
Commission;

James C. Ingwersen, Attorney, Portland,
Oregon
Representing Southern Pacific Company.

On April 26, 1956, the State of Oregon, by
and through its State Highway Commission, hereinafter
referred to as Applicant, duly applied for authority to
construct a highway overcrossing over and across the
tracks and right of way of the main line of Southern
Pacific Company, 2.5 miles Southwest of Jefferson,
Linn County, Oregon, to be known as the NORTH JEFFERSON
JUNCTION OVERCROSSING.

South

Order #34806

By letter, Southern Pacific Company stated they would not oppose the issuance of an order in accordance with the prayer of the application. No answer was filed by Linn County.

After due notice, the matter was set down for hearing at the time and place mentioned herein, the hearing convened, evidence was adduced on behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

Applicant is engaged in the revision and reconstruction of Pacific Highway East between Salem and Albany, and the contemplated overcrossing structure will carry southbound traffic over the tracks and right of way of Southern Pacific Company. The proposed overcrossing will be built adjacent and parallel to the present overcrossing structure, designated as No. C-696.9-A in the Commissioner's Catalog of Railroad Crossings in the State of Oregon. The present structure will then be used by northbound traffic on Pacific Highway East.

The proposed overcrossing structure will be of concrete and steel, have an over-all length of 436 feet, and provide a minimum vertical clearance for the railroad tracks beneath of 24 feet 11 inches. It is anticipated that the erection of necessary falsework during the construction period will provide a vertical clearance of 22 feet, and authorization for this temporary impaired clearance is requested by Applicant. After completion of the project and removal of the falsework, the vertical and horizontal clearances will be in excess of minimums set forth in Order No. 33700.

The centerline of the proposed structure will intersect the centerline of the existing track at an angle of 36 degrees 20 minutes 53 seconds in the Southwest quadrant, and a roadway width between fellow guards of 30 feet will be provided.

The highway will approach from the north on an ascending grade of approximately 3% and from the

Order #34806

south on an ascending grade of 1.15%, these grades being connected by a vertical curve 1,600 feet in length.

An estimated annual average daily traffic of 5,100 vehicles will pass over the structure upon completion, based upon 1955 tabulations, and annual increases are anticipated. An average of 30 trains per day will move over the tracks beneath.

Applicant will prepare plans and specifications, award contracts and supervise the construction of the overcrossing structure, and finance the project from State and Federal highway funds, and will reimburse Southern Pacific Company for all expenses made necessary by the construction which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3, issued by the Public Roads Administration, and amendments thereof and supplements thereto.

Southern Pacific Company will furnish such services and perform such work as may be necessary during the construction of the project, subject to reimbursement as set out above.

After completion of the project, Applicant will maintain the overcrossing structure with its appurtenances and approaches, and Southern Pacific Company will maintain its railroad line with its appurtenances and facilities.

From the foregoing, it is concluded that the construction of an overcrossing structure at this location is necessary to the improvement and modernization of Pacific Highway East, affords no increased hazards to rail operation, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company on the proposed southbound lanes of the

Order #34806

Pacific Highway East, 2.5 miles Southwest of Jefferson, known as the NORTH JEFFERSON JUNCTION OVERCROSSING, in the Southeast Quarter of the Northeast Quarter of Section 16, Township 10 South, Range 3 West, Willamette Meridian, in Linn County, Oregon, is granted; and it is further

ORDERED that the structure be constructed in a good and workmanlike manner, in accordance with accepted engineering practices, and in conformity as to location and design with plans and profiles submitted with the application and by this reference made a part hereof; and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, award contracts and supervise the construction of the overcrossing structure, and finance the project from State and Federal highway funds, and shall reimburse Southern Pacific Company for all necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3, issued by the Public Roads Administration, and amendments thereof and supplements thereto; and it is further

ORDERED that Southern Pacific Company shall, subject to reimbursement as set forth above, revise, reconstruct or reinstall as may be necessary communication and signal systems and right of way fences, and provide such watchmen and flagmen services as may be required to safeguard railroad operations during the construction of the project; and it is further

ORDERED that a vertical clearance of not less than 21 feet above top of rail, which constitutes an impairment of the standard vertical clearance provided by Order No. 33700, is herein authorized during the construction period if made necessary by the erection of falsework or the placing of temporary construction material; and Southern Pacific Company hereby is authorized to operate over the railroad tracks involved under such conditions of temporary impairment; and it is further

Order #34806

ORDERED that, upon completion of the project, Oregon State Highway Commission shall, at its own expense, maintain the overcrossing structure with its appurtenances and approaches, and Southern Pacific Company shall, at its own expense, maintain its track, roadbed and other railroad facilities and appurtenances beneath the structure; and it is further

ORDERED that the designation C-696.9-A presently assigned to the companion structure be continued as a means of identification of the overcrossing in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 21st day of September, 1956.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company on the proposed southbound lanes of the Pacific Highway East 2.5 miles southwest of Jefferson, known as the NORTH JEFFERSON JUNCTION OVERCROSSING in the Southeast quarter of the Northeast quarter (S $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 16, Township 10 South, Range 3 West, N.W., in Linn County, Oregon.

P E T I T I O N

No. _____

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under authority of ORS Title 31.

III

That your petitioner proposes to construct an additional improvement of Pacific Highway East between Salem and Albany, known as the North Jefferson Junction Overcrossing, adjacent and parallel to the structure designated as No. E-696.9A in the Commissioner's Catalogue of Crossings of the State, constructed under Order 13269, Docket P-2055, and that in connection therewith it will be necessary, desirable, and in the public interest to construct an overcrossing structure, with its approaches, for southbound traffic, over and across the tracks and right of way of Southern Pacific Company as shown by Drawings 12649 and 12729 attached hereto and by this reference made a part hereof.

IV

That the construction of the said overcrossing structure is necessary and proper for the service, accommodation, and convenience of the public in that the Pacific Highway will be a four lane divided highway of major importance in the system of highways in the State and that the construction of a crossing at grade at said point would not be in the interests of public safety and convenience.

V

That the estimated annual average daily traffic on the proposed new overcrossing, upon the completion and opening thereof to highway traffic, will be 5,100 vehicles per day, based on 1955 tabulations, with normal annual increases, and that the traffic upon the railroad is an average of 30 train movements per day.

VI

That the highway grade approaching the said proposed overcrossing structure from the north is an ascending grade of 2.959%, and the grade approaching the said structure from the south is an ascending grade of 1.147%, which grades are connected by a vertical curve 1,600 feet in length.

VII

That the petitioner proposes that the construction of the said proposed overcrossing structure with its approaches be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing structure, with its approaches, and supervise the work to be done.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal highway funds, including reimbursement to Railroad Company for the necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by, the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said proposed overcrossing structure, with its appurtenances and approaches, after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Make such revisions in existing telephone and telegraph lines and signal lines and systems as may be required to safeguard them during construction of the project and reinstall the same in permanent locations after completion of the project.

(b) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Move and thereafter reinstall such right of way fences as must necessarily be moved for the construction of the project.

(d) Maintain the railroad line with its appurtenances and facilities after construction.

VIII

It is anticipated that during construction of the proposed overcrossing structure it will be necessary to temporarily impair the vertical clearance over the tracks of Railroad Company to a clearance of 22 feet, which said temporary impaired vertical clearance will be removed upon the completion of the construction of the proposed overcrossing structure.

IX

That the proposed construction is in the Southeast quarter of the Northeast quarter (SE $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 16, Township 10 South, Range 3 West, W.M., in Linn County, Oregon.

WHEREFORE, petitioner prays for an order permitting such construction and temporary impaired vertical clearance and the operation of trains thereunder in accordance herewith, and for such other and further orders as may appear to be proper in the premises.

Dated at Salem, Oregon, this 26th day of April, 1956.

STATE OF OREGON, by and through its
State Highway Commission

D. H. WHEELER
Assistant Attorney General and Chief
Counsel for the State Highway Commission

J. E. BACQUA
Assistant Counsel for the State Highway
Commission

DALE E. POWELL
Assistant Attorney

BF-124(9)

Gold Beach-Hunter Cr.
Sec. of Oregon Coast Hwy.

1957

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

BF 124(9) When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

August 18, 1959

4940
Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Forrest Cooper

Re: Gold Beach-Hunter Creek Section
Oregon Coast Highway
Curry County
Project No. BF-124(9)

Dear Sir:

Reference is made to your letter of August 4, 1959, concerning a memorandum of deductions issued by our Regional office.

In the verification of the number of manholes constructed on the project, we relied upon the final estimate sheets and the statement of overruns and underruns, both of which showed only 13. The plans also indicated 13, with no manhole shown at station 56+90. Accordingly, we accepted 13 as being the correct number constructed. Further correspondence submitted to us subsequent to issuance of the memorandum established the liability of the State to replace an existing manhole which failed as a result of original poor design and construction, not the fault of the contractor.

Our citation of the percentage for social security and retirement was predicated on the fact that these charges are actually paid when compensatory time off is taken, rather than when the time is earned and, also, that the amount of compensatory time earned or/and taken during the year does not affect the amount of social security and retirement actually paid; however, upon restudy of the method used in computing the percentage used, we have concluded that the rate is in fact applicable to compensatory time earned, reduced, of course, by the overtime factor.

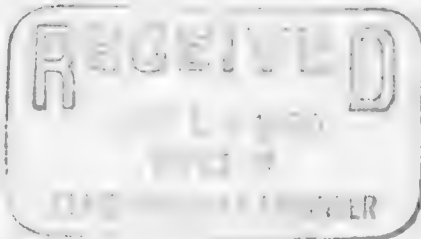
In view of the above, we have asked our Regional office to delete items 2 and 3 from the referenced memorandum.

Very truly yours,

E. H. Cowan

C. G. Polk
Division Engineer

NOTED
FORREST COOPER



RECEIVED
AUG 5 - 1959

FOR FILING

4940

August 4, 1955

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Cold Beach-Hunter
Creek Section
Oregon Coast Highway
Curry County
Contract 4940
Project BF-124(9)

Dear Sir:

Reference is made to the BPR's memorandum under signature of Mr. I. E. Gilson and to your statement of items for administrative review that cover 3 citations on the above project. No protest is offered concerning Item No. 1 but we do not understand your theory on Items 2 and 3.

No. 2 concerns the number of manholes constructed on the project, and while the job records are admittedly confusing, the explanation of Asst. Division Engineer L. R. Chandler under date of March 21, 1958, seems clear to us. It is requested that this matter have your further attention.

No. 3 concerns the disallowance of the percentage for social security and retirement that is applied to compensatory time allowed in lieu of overtime. It is requested that you check this matter with our Mr. C. H. Nelson as his records show that such tax is actually paid.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HLP:bb

Contract No. 4940

Highway transaction number	Form 2A (5-22-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12 F 104 (9) RECEIVED FEB 21 1959 FOR FILING	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		County Curry
			Project number BF-124(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 5, 19 57, is hereby modified as follows:

Revised estimated total cost of project \$ 243,654

Revised Federal funds \$ 150,894

Other revisions **None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of February, 19 59.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [Signature]
Deputy **State Highway Engineer**
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By [Signature]
C. C. Folk
Division Engineer

By _____
(Title)

By _____
(Title)

February 10, 1959

Mr. C. C. Polk
Division Engineer
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Gold Beach-Hunter Creek Section, Project No. BF-124(9).

The estimate has been revised to include approved price agreements, extra work order, state force order, and work performed by the Coos Curry Electric Co-op and the West Coast Telephone Co.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfn

Oregon State Highway Department

Federal Aid
Project No. BF-124(9)

GOLD BEACH-HUNTER CREEK SECTION OF THE
OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for modification of project agreement, revised to include utility work, price agreements, etc. Based on low bid prices and approved unit prices.)

Salem, Oregon, February 10, 1959

Type Code 6201

4-lane Roadway (Sta. 15+63 to Sta. 58+00) (Contract No. 4940)

1. Clearing and Grubbing (50%)	All Required		\$ 10,000.00
2. Removal of Catch Basins	2 only	\$ 10.00	20.00
4. Drainage Excavation, Unclassified	2,194.8 cu. yd.	3.50	7,681.80
6. General Excavation, Unclassified	9,601.3 cu. yd.	.40	3,840.52
7. Short Overhaul	13,240 yd. sta.	.015	198.60
8. Long Overhaul	344.6 C-yd. sta.	.40	137.84
9. Finishing Roadbed and Slopes	0.80 mile	700.00	560.00
10. Rounding Outbanks	130 lin. ft.	.12	15.60
13. 18-inch Concrete Pipe	288 lin. ft.	4.35	1,252.80
14. 24-inch Concrete Pipe	60 lin. ft.	6.00	360.00
17. 8-inch Sewer Pipe	1,359 lin. ft.	1.55	2,106.45
18. 12-inch Sewer Pipe	1,779 lin. ft.	2.45	4,358.55
19. 15-inch Sewer Pipe	399 lin. ft.	2.85	1,137.15
20. 18-inch Sewer Pipe	828 lin. ft.	4.17	3,452.76
21. 30-inch Sewer Pipe	756 lin. ft.	6.90	5,216.40
22. Salvaging Culvert Pipe	162 lin. ft.	1.10	178.20
23. Class "A" Concrete in Box Culvert	129.53 cu. yd.	58.60	7,590.46
25. Metal Reinforcement in Box Culvert	22,924 lbs.	.15	3,438.60
28. Concrete Manholes	14 only	248.00	3,472.00
29. Special Catch Basins	36 only	105.00	3,780.00
30. Adjustment of Manholes	11 only	45.00	495.00
31. Concrete Curbs	247.04 cu. yd.	45.50	11,240.32
34. Selected Roadbed Topping	17,720 cu. yd.	.42	7,442.40
35. Hauling Roadbed Topping	57,273 yd. mi.	.13	7,445.49
36. 3/4" - 0 Material in Levelling Course	2,179 cu. yd.	3.25	7,081.75
37. Sprinkling	385.8 H-gal.	2.50	964.50
38. Preparation of Base	0.80 mile	100.00	80.00
39. 3/4" - 0 Material in Binder Course	175 cu. yd.	3.25	568.75
40. RC-3 Asphalt	22.41 tons	53.00	1,187.73
41. Asphaltic Concrete Mixture	7,188.5 tons	5.75	41,333.88
42. 85-100 Asphalt in Mixture	439.647 tons	38.00	17,014.34
43. RS-1 Asphalt in Task Coat	6.14 tons	49.00	300.86
44. Extra for Asphaltic Concrete Approaches	76 only	25.00	1,900.00
			<u>\$155,852.75</u>

				\$155,852.75
P. A. #1	30-inch Concrete Culvert Pipe	117 lin. ft.	\$ 8.90	1,041.30
P. A. #3	Cement Adjustment Favor of State	18.72 bbls.	5.57	104.27 cr.
E.W.O. #1	Flagging (57% of Contractor's Cost)	All Required		1,302.96
S.F.O.	Grass Seeding	1.99 acres	100.00	199.00
S.F.O.	Fertilizing	1.0 acres	250.00	250.00
Subtotal				\$158,541.74
Engineering				<u>15,684.45</u>
Total				\$174,226.19

Length of Roadway 0.80 Mile
 Cost of Roadway per Mile \$217,782.74

Type Code 62012-Lane Roadway (Sta. 58+00 to Sta. 78+20) (Contract No. 4940)

1.	Clearing and Grubbing (25%)	All Required		\$ 5,000.00
4.	Drainage Excavation, Unclassified	160.8 cu. yd.	\$ 3.50	562.80
6.	General Excavation, Unclassified	3,441 cu. yd.	.40	1,376.40
7.	Short Overhaul	3,450 yd. sta.	.015	51.75
8.	Long Overhaul	84.2 C-yd. sta.	.40	33.68
9.	Finishing Roadbed and Slopes	0.38 mile	700.00	266.00
10.	Rounding Outbanks	2,395 lin. ft.	.12	287.40
11.	12-inch Corrugated Metal Pipe	110 lin. ft.	3.80	418.00
12.	18-inch Corrugated Metal Pipe	60 lin. ft.	5.25	315.00
13.	18-inch Concrete Pipe	78 lin. ft.	4.35	339.30
14.	24-inch Concrete Pipe	33 lin. ft.	6.00	198.00
30.	Adjustment of Manholes	5 only	45.00	225.00
32.	Metal Guard Rail	605.5 lin. ft.	2.91	1,762.01
33.	Metal Sight Posts	16 only	3.00	48.00
34.	Selected Roadbed Topping	6,439 cu. yd.	.42	2,704.38
35.	Hauling Roadbed Topping	25,258 yd. mi.	.13	3,283.54
36.	3/4" - 0 Material in Leveling Course	829 cu. yd.	3.25	2,694.25
37.	Sprinkling	137 M-gal.	2.50	342.50
38.	Preparation of Base	0.38 mile	100.00	38.00
39.	3/4" - 0 Material in Binder Course	25 cu. yd.	3.25	81.25
40.	BC-3 Asphalt	4.84 tons	53.00	256.52
41.	Asphaltic Concrete Mixture	1,104.2 tons	5.75	6,349.15
42.	85-100 Asphalt in Mixture	67.288 tons	38.70	2,604.05
43.	RS-1 Asphalt in Tack Coat	0.94 ton	49.00	46.06
44.	Extra for Asphaltic Concrete Approaches	7 only	25.00	175.00
18.	12-inch Sewer Pipe	138 lin. ft.	2.45	338.10
31.	Concrete Curbs	2.94 cu. yd.	45.50	<u>133.77</u>
				\$29,929.91
P.A. #2	Asph. Cons. in Plate of 8-11 Oil Mat	100%		1,998.00
E.W.O. #1	Flagging (57% of Contractor's Cost)	All Required		1,302.95

					\$155,852.75
P. A. #1	30-inch Concrete Culvert Pipe	117 lin. ft.	\$ 8.90		1,041.30
P. A. #3	Cement Adjustment Favor of State	18.72 bbls.	5.57		104.27 cr.
E.W.O. #1	Flagging (57% of Contractor's Cost)	All Required			1,302.96
S.P.O.	Grass Seeding	1.99 acres	100.00		199.00
S.P.O.	Fertilizing	1.0 acres	250.00		250.00
Subtotal					\$158,541.74
Engineering					15,684.45
Total					\$174,226.19

Length of Roadway 0.80 Mile
 Cost of Roadway per Mile \$217,782.74

Type Code 62012-Lane Roadway (Sta. 58+00 to Sta. 78+20) (Contract No. 4940)

1. Clearing and Grubbing (25%)	All Required		\$ 5,000.00
4. Drainage Excavation, Unclassified	160.8 cu. yd.	\$ 3.50	562.80
6. General Excavation, Unclassified	3,441 cu. yd.	.40	1,376.40
7. Short Overhaul	3,450 yd. sta.	.015	51.75
8. Long Overhaul	84.2 C-yd. sta.	.40	33.68
9. Finishing Roadbed and Slopes	0.38 mile	700.00	266.00
10. Rounding Cutbanks	2,395 lin. ft.	.12	287.40
11. 12-inch Corrugated Metal Pipe	110 lin. ft.	3.80	418.00
12. 18-inch Corrugated Metal Pipe	60 lin. ft.	5.25	315.00
13. 18-inch Concrete Pipe	78 lin. ft.	4.35	339.30
14. 24-inch Concrete Pipe	33 lin. ft.	6.00	198.00
30. Adjustment of Manholes	5 only	45.00	225.00
32. Metal Guard Rail	605.5 lin. ft.	2.91	1,762.01
33. Metal Sight Posts	16 only	3.00	48.00
34. Selected Roadbed Topping	6,439 cu. yd.	.42	2,704.38
35. Hauling Roadbed Topping	25,258 yd. mi.	.13	3,283.54
36. 3/4" - 0 Material in Leveling Course	829 cu. yd.	3.25	2,694.25
37. Sprinkling	137 H-gal.	2.50	342.50
38. Preparation of Base	0.38 mile	100.00	38.00
39. 3/4" - 0 Material in Binder Course	25 cu. yd.	3.25	81.25
40. BC-3 Asphalt	4.84 tons	53.00	256.52
41. Asphaltic Concrete Mixture	1,104.2 tons	5.75	6,349.15
42. 85-100 Asphalt in Mixture	67.286 tons	38.70	2,604.05
43. RS-1 Asphalt in Tack Coat	0.9% ton	49.00	46.06
44. Extra for Asphaltic Concrete Approaches	7 only	25.00	175.00
18. 12-inch Sewer Pipe	138 lin. ft.	2.45	338.10
31. Concrete Curbs	2.94 cu. yd.	45.90	<u>133.77</u>
			\$29,929.91
P.A. #2 Asph.Cons.in Plate of 8-11 Oil Mat	100%		1,998.00
E.W.O.#1 Flagging (57 1/2% of Contractor's Cost)	All Required		1,302.95

Project No. BP-124(9)

Page 3

K.W.O. #2	Salvage & Rebuild Chain Link Fence			\$ 1,590.37
S.F.O.	Grass Seeding	1.10 acres	\$100.00	110.00
S.F.O.	Fertilizing	0.91 acre	250.00	<u>227.50</u>
	Subtotal			\$35,158.73
	Engineering			<u>1,475.93</u>
	Total			\$36,634.66

Length of Roadway 0.383 Mile
Cost of Roadway per Mile \$100,873.78

Type Code 0010

2-Lane Roadway (Sta. 78+20 to Sta. 95+00) (Contract No. 4940)

1. Clearing and Grubbing (25%)	All Required		\$ 5,000.00
6. General Excavation, Unclassified	50,614 cu. yd.	\$.40	20,245.60
7. Short Overhaul	84,005 yd. sta.	.015	1,260.08
8. Long Overhaul	1.4 C-yd. sta.	.40	.56
9. Finishing Roadbed and Slopes	0.27 mile	700.00	<u>189.00</u>
			\$26,695.24
S.F.O. Grass Seeding	0.91 acre	100.00	91.00
S.F.O. Fertilizing	0.59 acre	250.00	147.50
			240.95
			<u>848.35</u>
	Subtotal		\$28,023.04
	Engineering		<u>2,769.78</u>
	Total		\$30,792.82

Length of Roadway 0.318 Mile
Cost of Roadway per Mile \$96,810.75

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
4-Lane Roadway	\$174,226.19	\$107,898.00	\$66,328.19
2-Lane Roadway	38,634.66	23,926.00	14,708.66
2-Lane Roadway (Grading)	<u>32,792.82</u>	<u>19,070.00</u>	<u>11,722.82</u>
	\$243,653.67	\$150,894.00	\$92,759.67

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.

State Funds for Maint.: Chap. 529, Laws 1939.

GOLD BEACH-HUNTER CREEK SECTION

Project No. BP-124(9)

(Costs of work done by the Coos Curry Electric Coop, Inc.)

Labor \$240.95

Use \$240.95

(Costs of work done by the West Coast Telephone Co.)

Right of Way Clearing
(Contract) \$250.00

Materials & Labor 678.35

Salvage Credit 80.00 or.

\$848.35

Use \$848.35

RECEIVED
JUL 7 1957

FOR FILING

HF-124(9)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSState OregonProject No. HF-124(9)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of July, 19 57,
by and between The Oregon State Highway Commission

_____, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 28th day
of February, 19 57, a program, which was approved on
the 4th day of March, 19 57, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the ~~District~~ ^{Division} Engineer of the Bureau of Public Roads approved said surveys, plans, specifi-
cations, and/or estimates on the 13th day of March, 19 57, and
the sum of one hundred forty seven thousand, and 00/100

dollars (\$ 147,000.00) as the share of the United States payable under said act on account of said
project which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit: ~~BEAU OF PUBLIC ROADS~~

Proceeds of bonds as follows:				
(a) By the State Authorized by Chapter	Oregon Laws	Amount	Date of Issue	(Include date and citation of Beginning Date of Maturities
act of legislature by which authorized)				
~~(b) From other sources~~				
491	1951	\$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	12,000,000	Sept. 1, 1953	Sept. 1, 1954
(State how placed under direct control of Highway Department)				

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 15+63 and 25+00, Gold Beach south,

length 1.503 miles, in Curry County,
being Oregon project No. HF-124(9), consisting of 1.503 miles of
roadway and no bridges, each of more than 20 feet clear span. ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Charles Reynolds

Chairman, State Highway Commission

(Title of officer)

By

Mr. McLean

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

C. H. Polk

Division Engineer,
Bureau of Public Roads.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
one hundred forty seven thousand, and 00/100
 dollars (\$ 147,000.00), which does not exceed the authorized Federal pro rata share of _____
two hundred thirty eight thousand, five hundred sixteen and 30/100
 dollars (\$ 238,516.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939.
 funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Chas H Reynolds

Chairman, State Highway Commission

(Title of officer)

By

Mr McLean

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

C. H. Polk

**Division Engineer,
Bureau of Public Roads.**

RECORDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal Aid
Project No. BF-124(9)

COLD BEACH-HUNTER CREEK SECTION OF THE
OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1957

Type Code 6201

4 Lane Highway (Sta. 15+63 to Sta. 58+00) (Contract No. 4940)

All Required	Clearing and Grubbing (50%)		\$10,000.00
1 only	Removal of Catch Basins	\$10.00	10.00
2,190 cu. yds.	Drainage Excavation, Unclassified	3.50	7,665.00
13,200 cu. yds.	General Excavation, Unclassified	0.40	5,280.00
14,000 yd. sta.	Short Overhaul	0.015	210.00
10 C-yd. sta.	Long Overhaul	0.40	4.00
0.80 mile	Finishing Roadbed and Slopes	700.00	560.00
1,000 lin. ft.	Rounding Outbanks	0.12	120.00
160 lin. ft.	18 Inch Concrete Pipe	4.35	696.00
50 lin. ft.	24 Inch Concrete Pipe	6.00	300.00
1,200 lin. ft.	8 Inch Sewer Pipe	1.55	1,860.00
1,600 lin. ft.	12 Inch Sewer Pipe	2.45	3,920.00
440 lin. ft.	15 Inch Sewer Pipe	2.85	1,254.00
800 lin. ft.	18 Inch Sewer Pipe	4.17	3,336.00
600 lin. ft.	30 Inch Sewer Pipe	6.90	4,140.00
140 cu. yds.	Class "A" Concrete in Box Culvert	58.60	8,204.00
22,900 lbs.	Metal Reinforcement in Box Culvert	0.15	3,435.00
10 only	Concrete Manholes	248.00	2,480.00
34 only	Special Catch Basins	105.00	3,570.00
15 only	Adjustment of Manholes	45.00	675.00
250 cu. yds.	Concrete Curbs	45.50	11,375.00
13,950 cu. yds.	Selected Roadbed Topping	0.42	5,859.00
45,200 yd. mi.	Hauling Roadbed Topping	0.13	5,876.00
1,980 cu. yds.	3/4" - 0 Material in Levelling Course	3.25	6,435.00
490 H-gals.	Sprinkling	2.50	1,225.00
0.80 Mile	Preparation of Base	100.00	80.00
280 cu. yds.	3/4" - 0 Material in Binder Course	3.25	910.00
50 tons	BC-3 Asphalt	53.00	2,650.00
6,480 tons	Asphaltic Concrete Mixture	5.75	37,260.00
390 tons	85-100 Asphalt in Mixture	38.70	15,093.00
10 tons	RS-1 Asphalt in Tack Coat	49.00	490.00
50 only	Extra for Asphaltic Concrete Approaches	25.00	1,250.00

All Required

Flagging (57 1/2% of Contractor's Cost)

\$146,222.00
1,500.00

Subtotal \$147,722.00
10% Engr. & Cont. 14,772.20
Total \$162,494.20

Length of Roadway 0.802 Mile
 Cost of Roadway per Mile \$202,611.22

Type Code 6201

2 Lane Roadway (Sta. 58+00 to Sta. 78+20) (Contract No. 4940)

All Required	Clearing and Grubbing (25%)		\$ 5,000.00
40 cu. yds.	Drainage Excavation, Unclassified	\$3.50	140.00
6,400 cu. yds.	General Excavation, Unclassified	0.40	2,560.00
30,000 yd. sta.	Short Overhaul	0.015	450.00
300 C-yd. sta.	Long Overhaul	0.40	120.00
0.38 mile	Finishing Roadbed and Slopes	700.00	266.00
2,500 lin. ft.	Rounding Cutbanks	0.12	300.00
70 lin. ft.	12 Inch Corrugated Metal Pipe	3.80	266.00
70 lin. ft.	18 Inch Corrugated Metal Pipe	5.25	367.50
90 lin. ft.	18 Inch Concrete Pipe	4.35	391.50
80 lin. ft.	24 Inch Concrete Pipe	6.00	480.00
120 lin. ft.	Salvaging Culvert Pipe	1.10	132.00
1 only	Special Catch Basins	105.00	105.00
5 only	Adjustment of Manholes	45.00	225.00
600 lin. ft.	Metal Guard Rail	2.91	1,746.00
16 only	Metal Sight Posts	3.00	48.00
6,600 cu. yds.	Selected Roadbed Topping	0.42	2,772.00
25,500 yd. mi.	Hauling Roadbed Topping	0.13	3,315.00
900 cu. yds.	3/4" - 0 Material in Leveling Course	3.25	2,925.00
240 H-gals.	Sprinkling	2.50	600.00
0.38 mile	Preparation of Base	100.00	38.00
80 cu. yds.	3/4" - 0 Material in Binder Course	3.25	260.00
10 tons	EC-3 Asphalt	53.00	530.00
1,300 tons	Asphaltic Concrete Mixture	5.75	7,475.00
80 tons	85-100 Asphalt in Mixture	38.70	3,096.00
2 tons	RS-1 in Tack Coat	49.00	98.00
10 only	Extra for Asphaltic Concrete Approaches	25.00	250.00
250 cu. yds.	Furnishing and Placing Aggregates	4.50	1,125.00
90 tons	120-150 Asphalt	48.00	4,320.00
6 tons	RS-1 Asphalt	48.00	288.00

All Required

Flagging (57 1/2% of Contractor's Cost)

\$39,689.00
1,500.00

Subtotal
 10% Engr. & Cont.

\$41,189.00
4,118.90

Total

\$45,307.90

Length of Roadway 0.383 Mile
 Cost of Roadway per Mile \$118,297.38

Type Code 0010

2 Lane Roadway (Sta. 78+20 to Sta. 95+00) (Contract No. 4940)

All Required	Clearing and Grubbing (25%)		\$ 5,000.00
53,500 cu. yds.	General Excavation, Unclassified	\$0.40	21,400.00
86,000 yd. sta.	Short Overhaul	0.015	1,290.00
20 C-yd. sta.	Long Overhaul	0.40	8.00
0.32 mile	Finishing Roadbed and Slopes	700.00	224.00
	Subtotal		\$27,922.00
	10% Engr. & Cont.		2,792.20
	Total		\$30,714.20

Length of Roadway 0.318 Mile

Cost of Roadway per Mile \$96,585.53

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
4 Lane Roadway	\$162,494.20	\$100,147.00	\$62,347.20
2 Lane Roadway	45,307.90	27,924.00	17,383.90
2 Lane Roadway (Grading)	<u>30,714.20</u>	<u>18,929.00</u>	<u>11,785.20</u>
	\$238,516.30	\$147,000.00	\$91,516.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939; Chap. 491, Laws 1951;
Chap. 20, Laws 1953.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. HF-124(9)

GOLD BEACH-INTER-CRIST SECTION OF THE
OCEAN COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon March 11, 1957

Time Code 6201

4. Long Roadway (Sta. 15+63 to Sta. 58+00)

All Required.	Clearing and Grubbing (50%)	\$	\$ 2,500.00
1 only	Removal of Catch Basins	25.00	25.00
2,190 cu. yds.	Drainage Excavation, Unclassified	3.00	6,570.00
13,200 cu. yds.	General Excavation, Unclassified	0.50	6,600.00
14,000 yd. sta.	Short Overhaul	0.02	280.00
10 C-y-sta.	Long Overhaul	0.50	5.00
0.80 mile	Finishing Roadbed and Slopes	1,200.00	960.00
1,000 lin. ft.	Rounding Cutbanks	0.20	200.00
160 lin. ft.	16-inch Concrete Pipe	4.50	720.00
50 lin. ft.	24-inch Concrete Pipe	6.00	300.00
1,200 lin. ft.	8-inch Sewer Pipe	2.00	2,400.00
1,600 lin. ft.	12-inch Sewer Pipe	2.50	4,000.00
440 lin. ft.	15-inch Sewer Pipe	3.25	1,430.00
800 lin. ft.	18-inch Sewer Pipe	3.75	3,000.00
600 lin. ft.	30-inch Sewer Pipe	7.50	4,500.00
140 cu. yds.	Class "A" Concrete in Box Culvert	75.00	10,500.00
22,700 lbs.	Rebar Reinforcement in Box Culvert	0.15	3,405.00
10 only	Concrete Manholes	400.00	4,000.00
34 only	Special Catch Basins	85.00	2,890.00
15 only	Adjustment of Manholes	75.00	1,125.00
250 cu. yds.	Concrete Curbs	55.00	13,750.00
13,950 cu. yds.	Selected Roadbed Topping	0.45	6,277.50
45,200 yd. mile	Hauling Roadbed Topping	0.20	9,040.00
1,980 cu. yds.	3/4" - 0 Material in Leveling Course	2.60	5,148.00
490 H-Gals.	Sprinkling	3.00	1,470.00
0.80 miles.	Preparation of Base	300.00	240.00
280 cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,120.00
50 tons	BC-3 Asphalt	52.00	2,600.00
6,480 tons	Asphaltic Concrete Mixture	5.50	35,640.00
390 tons	85-100 Asphalt in Mixture	35.00	13,650.00
10 tons	RS-1 Asphalt in Tack Coat	55.00	550.00
50 only	Extra for Asphaltic Concrete Approaches	30.00	1,500.00

All Required Flagging (57% of Contractors Cost) \$146,425.50
1,500.00

Subtotal 147,925.50
10% Engr. & Cont. 14,792.55
Total \$162,718.05

Length of Roadway - - - - 0.802 mile
 Cost of Roadway Per Mile - \$202,890.33

Type Code 6201

2 Lane Roadway (Sta. 59+00 to Sta. 73+20)

All Required	Clearing and Grubbing (25%)	\$	\$ 1,250.00
40 cu. yds.	Drainage Excavation, Unclassified	3.00	120.00
6,400 cu. yds.	General Excavation, Unclassified	0.50	3,200.00
30,000 yd. sta.	Short Overhaul	0.02	600.00
300 C-y-sta.	Long Overhaul	0.50	150.00
0.38 mile	Finishing Roadbed and Slopes	1,200.00	456.00
2,500 lin. ft.	Rounding Cutbanks	0.20	500.00
70 lin. ft.	12-inch Corrugated Metal Pipe	3.75	262.50
70 lin. ft.	18-inch Corrugated Metal Pipe	5.00	350.00
90 lin. ft.	18-inch Concrete Pipe	4.50	405.00
80 lin. ft.	24-inch Concrete Pipe	6.00	480.00
120 lin. ft.	Salvaging Culvert Pipe	2.50	300.00
1 only	Special Catch Basin	85.00	85.00
5 only	Adjustment of Manholes	75.00	375.00
600 lin. ft.	Metal Guard Rail	3.00	1,800.00
16 only	Metal Sight Posts	3.00	48.00
6,600 cu. yds.	Selected Roadbed Topping	0.45	2,970.00
25,500 yd. mile	Hauling Roadbed Topping	0.20	5,100.00
900 cu. yds.	3/4" - 0 Material in Leveling Course	2.60	2,340.00
240 H-Gals.	Sprinkling	3.00	720.00
0.38 mile	Preparation of Base	300.00	114.00
80 cu. yds.	3/4" - 0 Material in Binder Course	4.00	320.00
10 tons	RC-3 Asphalt	52.00	520.00
1,300 tons	Asphaltic Concrete Mixture	5.50	7,150.00
80 tons	85-100 Asphalt in Mixture	35.00	2,800.00
2 tons	RS-1 Asphalt in Task Cost	55.00	110.00
10 only	Extra for Asphaltic Concrete Approaches	30.00	300.00
250 cu. yds.	Furnishing and Placing Aggregates	4.00	1,000.00
90 tons	120-150 Asphalt	52.00	4,680.00
6 tons	RS-1 Asphalt	55.00	330.00
			\$ 36,835.50
All Required	Flagging (57 1/2% of Contractor's Cost)		1,500.00
			\$ 38,335.50
	Subtotal		40,335.50
	10% Engr. & Cont.		4,033.55
	Total		\$ 44,369.05

Length of Roadway - - - - 0.383 mile
 Cost of Roadway Per Mile \$115,847.25

Type Code 0010

2 Lane Roadway (Sta. 73+20 to Sta. 95+00)

All Required	Clearing and Grubbing (25%)	\$	\$ 1,250.00
53,500 cu. yds.	General Excavation, Unclassified	0.50	26,750.00
86,000 yd. sta.	Short Overhaul	0.02	1,720.00
20 C-y-sta.	Long Overhaul	0.50	10.00
0.32 miles	Finishing Roadbed and Slopes	1,200.00	384.00
	Subtotal		30,114.00
	10% Engr. & Cont.		3,011.40
	Total		\$ 33,125.40

Length of Roadway - - - - 0.318 mile
 Cost of Roadway Per Mile - \$104,167.92

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Funds</u>	<u>Federal</u> <u>State Funds</u>	<u>State Funds</u>
4 Lane Roadway	\$162,718.05	\$100,254.00	\$62,464.05
2 Lane Roadway	44,369.05	27,337.00	17,032.05
2 Lane Roadway (Grad.)	<u>33,125.40</u>	<u>20,409.00</u>	<u>12,716.40</u>
	\$240,212.50	\$148,000.00	\$92,212.50

RECEIVED
APR 22 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 18, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
<u>4940</u>	<u>9 Final</u>	<u>The Central Heating Co. Oregon Ltd.</u>	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
<u>8276</u>	<u>H209915</u>	<u>\$ 6,670.32</u>	<u>4-18-58</u>

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion date: 120 workdays from 5-6-57

Time Extensions: None
Completion Date: Nov. 15, 1957
Date Accepted: Jan. 16, 1958
Penalties: None of record
Claims: None of record

Remarks:

Date: Apr. 18, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 21 1958
SPU

NOTED ON CARD

SPU

RECEIVED
APR 10 1958

FOR FILING

Apr. 10, 1958

CERTIFIED MAIL

Fidelity & Deposit Co.
Robert B. Cumming, Mgr.
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4940 for grading and paving on the Gold Beach-Hunter Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, The Central Heating Co., Ore. Ltd., on Nov. 15, 1957, and was formally accepted by the Highway Commission on Jan. 16, 1958.

Final payment in the amount of \$6,670.32 will be released to the contractor on or after Apr. 21, 1958. The total contract amount is \$231,346.44, of which amount \$4,196.28 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

This notice supersedes and cancels our notice to you dated Mar. 26, 1958.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Fidelity & Deposit Co.
Baltimore 3
Maryland

NOTED ON CARD

[Signature]

RECEIVED
JAN 7 - 1958

FOR FILING

4-1-1-7

December 31, 1957

Taylor and Miller
140 Cantlett Street
Gold Beach, Oregon

Attention: Mr. William E. Taylor

Gentlemen:

Pursuant to your letter of December 10 we have made a thorough investigation of the drainage situation on the Grady Younce property.

The course of the investigation has revealed that the ditch along the southerly side of the Younce property has been in existence for some 25 years or more. The ditch is a natural drainage. We discharge and have discharged for many years an 18-inch culvert into it. This culvert on the construction job, which has just been finished, was extended in kind. We did not increase the capacity of it. We have made no change in the drainage pattern in this area and only water that previously entered this ditch is being put into it. As a matter of fact, in order to accommodate Mr. Younce, we built a curb fronting his property which curb keeps drainage from the highway from flooding over into the low ground on his property.

In view of the above, I do not believe that any corrective action by the Highway Department is indicated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Grady Younce

Mr. W. C. Williams
Mr. Tom Edwards

LHY:jc fn

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Dec. 19, 1957

To:

Tom Edwards
Construction Engineer
Salem, Oregon

Att: L. H. Young

Gold Beach-Hunters Creek Sec.
US101, Contract 4940
Assignment 41-Y

Assignment 41-Y concerns a complaint by Mr. Grady Younce, through his attorney William E. Taylor, that the construction of subject section has resulted in an "increase to a marked degree" of the drainage water into a drainage ditch on the south side of Mr. Younce's property. Please refer to enclosed sketch and the construction plans of the job.

The ditch referred to is West of about Station 60+20. It is a natural drain ditch and has for 25 plus years been in existence. An 18" cross pipe delivers water to this ditch. Said pipe was extended on subject contract, but still empties into the same ditch. We have made no change in the drainage pattern in this area. At Mr. Younce's request we did extend the proposed curb from Station 58+00 to Station 60+20 to help him keep water off his property, which lies 4-8 feet lower than the highway. A check of the profile will show that all drainage northerly of 60+20 runs northerly and away from aforementioned drain ditch. We did pave a road ditch east of the highway in the neighborhood of Station 62 to 65, but I do not consider this a factor leading to an increase in quantity of runoff.

Mr. Younce is in error stating that we added to the water carried by his ditch.

We were unable to contact Mr. Younce as he is out of town for the holidays. Mr. Taylor was not familiar with the problem, merely having

CONSTRUCTION DIVISION
RECEIVED

DEC 20 1957

NOTED--☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Tom Edwards
Construction Engineer
Attn: L. H. Young

-2-

Dec. 19, 1957

written the letter. Taylor stated that no harm has yet resulted but, wrote the letter "just in case some damage did result".

I suggest that Mr. Younce be encouraged to take care of his own problem by cleaning out the drain ditch so that no danger exists.

F. B. Klaboe
Asst. Division Engineer

dls
encl.
cc: Geo. Baker
cc: G. A. Barnhart

CONSTRUCTION DIVISION
RECEIVED
DEC 20 1957

NOTED--☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Harry Youngquist
(Extend 18" Conc. Pipe beyond
Grantors Property Line)

Extended 60+20

~~End of Curb 60+20~~

Grady Younce
Book 8 Page 638
(Extend Curb & sidewalk)

Emma Marshall

+05-14' Drway

+13-14' App

Salvage 18" Conc Pipe - 68'

+38' Relay 18" Conc Pipe 68'

Dr. Exc. 50 y

+47-37' App

Union Oil Co.

End of Curb 60+20

Curbs Extended

18"
Conc. Pipe 51'
Extend to R+33' to L 15+54
Dr. Exc. 50 y

Adjust Manhole +95

18" App
Inst. 18" Cor. Met. Pipe 10+24
Dr. Exc. 30 y

+57-37' App

End of Curb

18" App
+45' Abandon 12" CMP
Inst. 12" CMP 30'
Dr. Exc. 30 y

LAW OFFICES OF
TAYLOR AND MILLER
140 GAUNTLETT STREET
GOLD BEACH
OREGON

WILLIAM E. TAYLOR
ROBERT L. MILLER

December 10, 1957

State Highway Commission
Salem, Oregon

Re: Highway 101 - Gold Beach -
Grady Younce Property

Gentlemen:

I am writing on behalf of Mr. Grady Younce who owns property on the west side of Highway 101 within the City Limits of Gold Beach.

It appears that your recent highway construction, adjacent to the Younce property has possibly caused a drainage problem and Mr. Younce has requested that I write you placing you on notice thereof.

For this particular area, it appears probable that the area drained by one of your culverts has been increased to a marked degree. As a result it is likely that a much larger flow of water will be discharged into a ditch along the south side of Mr. Younce's property, with the distinct possibility that the ditch will overflow and flood Mr. Younce's premises.

We request that you look into this matter, and take such steps as may be necessary to correct the situation.

Very truly yours,

TAYLOR AND MILLER

By

William E. Taylor
William E. Taylor

WT:lf



RECEIVED
DEC 31 1957

FOR FILING

4942

Dec. 30, 1957

CERTIFIED MAIL

Fidelity & Deposit Co.
Robert B. Cumming, Mgr.
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to The Central Heating Co., Oreg. Ltd., for grading and paving on the Gold Beach-Hunter Creek Section of the Oregon Coast Highway in Curry County. This payment, in the amount of \$14,835.25, will be released to the contractor on or after Jan. 9, 1958. The retained percentage is \$6,948.75.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Fidelity & Deposit Co.
Baltimore)
Maryland

NOTED ON CARD

lm

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

Section Gold Beach-Hunters Creek For Week Ending November 22, 19 57
 Highway Oregon Coast County Curry Kind of work Grading and Paving
 Contractor The Central Heating Co., Oregon Ltd. Section prefix 8-1023
 Date of contract April 26, 19 57 Contract number 4940
 Date work started April 8, 19 57 Specified work days 120
 Work days used 120
 Project authorization \$ 265,787.44
 Exclusive of engineering \$ 246,887.00
 Per cent of time elapsed 100 %
 Estimated cost of completed project, exclusive of engineering \$ 246,887.00
 Estimated per cent overrun or underrun 0 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 18,900.44
 Engineering cost to date \$ 28,000, 148 % Date project was completed November 15, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has cleaned up form lumber and removed material and equipment off of project.

L. R. Chandler in office Thursday.

Fred Sagnet in office Tuesday

Crew working at Brookings this week for B. A. Martin.

DIVISION
 RECEIVED
 NOTED ☒ ☒ ☒ ☒

Noted
 M. N. Juve

Signed

Resident Engineer

Address Box 551 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.5	1.34		0.16	1.10
Miles partially completed					
Miles completed	1.5	1.34		0	1.10
Total estimated quantities (contract)	74,500	24,000	150	90 T	8,000 T.
Total quantities corrected to date	65,318	27,586	158.8	(P.A. #2)	8,655.6
Estimated quantities moved or placed to date	65,318	27,586	158.8	"	8,655.6
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
OCT 24 1957

FOR FILING

08-35

497

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project EF-124(9)
Gold Beach-Hunter Creek Section,
Oregon Coast Highway
Order for State Force Work
Dated July 9, 1957 - Seeding,
Mulching and Re-fertilizing of
Cut and Fill Slopes

Dear Sir:

Reference is made to your letters dated July 24, 1957
and October 2, 1957 concerning the subject order.

We are approving the use of State force as being in the
public interest in this instance for the following reasons:

1. The contractor is not properly equipped or staffed
to perform the work.
2. The State has trained men and specialized equipment
to perform the work most economically.
3. The amount of work is too small to warrant a separate
contract.

Your estimated amount of the order is \$2,000 with Federal
participation of \$1,230.00.

Very truly yours,

C. G. Polk
Division Engineer

NOTED

Craig to Mr. Probert

RECEIVED
OCT 3 1957

FOR FILING

October 2, 1957

4940

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of September 24, the estimated cost of Order for State Force Mark 224-238, Gold Beach-Hunter Creek Section in Curry County, Contract No. 4940, Oregon Project HF-124(9), is \$2,000.00, with estimated Federal participation of \$1,230.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DFP:ia

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

ON STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 224
and 238, Gold Beach-Hunter Creek
Section, Oregon Coast Highway,
Oregon Project F-124(9) - Contract
No. 4940

Dear Sir:

The subject work order dated July 9, 1957 is being held without action pending the receipt of a letter from you showing the estimated cost and the estimated amount of Federal funds to be provided.

The data required in connection with State Force Work is established by PFM 21-6.2.

Very truly yours,

C. G. POLK
Division Engineer

RECEIVED
AUG 19 1957

FOR FILING

4740

August 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering salvaging and rebuilding a chain link fence on the Cold Beach-Hunter Creek Section of the Oregon Coast Highway in Curry County, Contract No. 4940, in connection with Federal Aid Project No. BP-124(9).

The existing chain link fence along the Curry County Fair Grounds is to be salvaged and reinstalled as extra work according to the construction plans. The work is also an anticipated construction item in the Project Authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUN 10 1957

FOR FILING

BF-124(1)

4940

JUN 10, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 205 covering moving West Coast Telephone Company's lines on the Cold Beach-Hunter Creek Section of the Oregon Coast Highway in Curry County, Contract No. 4940, in connection with Federal Aid Project No. BF-124(9).

The obligation of the state to move the West Coast Telephone Company lines is established by the letter May 9, 1957, of the Assistant Counsel. Copies of the estimate of the West Coast Telephone Company, which will do the work, are also enclosed.

Approval of this order under provisions of C.A.R.-300 is requested.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DEP:or

RECEIVED
JUN 11 1957

FOR FILING

BF-1-11-1
4940

June 10, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 205 covering moving Coos-Curry Electric Cooperative, Inc., poles on the Gold Beach-Hinter Creek Section of the Oregon Coast Highway in Curry County, Contract No. 1340, in connection with Federal Aid Project No. BF-124(9).

The obligation of the State to move the power poles is established by letter of the Assistant Counsel, dated May 21, 1957.

Copies of the estimate of Coos-Curry Electric Cooperative, Inc., which will do the work, are also enclosed.

Your approval of this order under the provisions of O.A.M.-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
MAY 29 1957

FOR FILE
FORM 1-20-1-47,300-2-57-1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 28, 1957

SUBJECT:

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between the Central Heating Company and F. L. Somers, covering Items 3, 6, 7, 8, 9, 10, hauling of Item 35 and part of Item 37 on the Gold Beach-Hunters Creek Contract No. 4940, Oregon BF-124 (9) is approved, and you may so inform the interested parties.

Five copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

RAP:ob

Encls.

cc to: Forrest Cooper ✓
C. G. Polk (2)

NOTED

RECEIVED
MAY 29 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILMS

FORM 8-302-27,000-2-27-1477

4440

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1957

SUBJECT:

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between the Central Heating Company and Jack B. Robison, covering Items 4, 5 and 11 through 33, inclusive, on the Gold Beach-Hunters Creek Contract No. 4940, Oregon BF-124 (9), is approved and you may so inform the interested parties.

Five copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

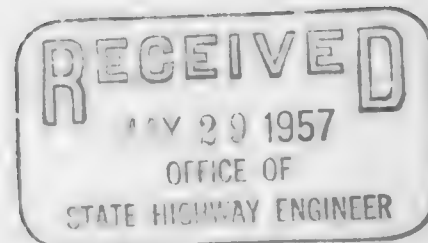
Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED



RECEIVED
MAY 21 1957

FOR FILING

May 22, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of
Order for Extra Work No. 1 covering state share of flagging costs on
the Gold Beach-Hunter Creek Section of the Oregon Coast Highway in
Curry County, Contract No. 1940, in connection with Federal Aid
Project No. BP-124(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Incl.

DBP:cr

RECEIVED
MAY 10 1957
COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS FOR FILING

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 9, 1957

West Coast Telephone Company
354 South Fourth
Coos Bay, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Gold Beach-Hunter Creek Section
Oregon Coast Highway
Curry County

Gentlemen:

Bids were received on March 29, 1957 on the above titled project and it appears that certain of your facilities, involving the moving of approximately five poles, located on the easterly side of the highway between Station 78+42 (Gold Beach City Limits) and Station 87+00, must be adjusted.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. G. A. Barnhart, Box 551, Gold Beach, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Barnhart.

A copy of this letter is being given to Mr. R. L. Porter, Right of Way Engineer, for his further attention regarding exchange of easements.

Very truly yours,

J. H. DeSOUZA
Assistant Counsel

JWD:RM

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. F. D. Morgan
Mr. G. A. Barnhart
Mr. R. L. Porter

NOTED

STATE HIGHWAY ENGINEER



RECEIVED
MAY 6 - 1957

FOR FILING

EF 124
4940

April 26, 1957

The Central Heating Co., Ore. Ltd.
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on March 29, 1957 accepted your proposal for grading and paving the Gold Beach-Hunter Creek Section of the Oregon Coast Highway in Curry County for the sum of \$223,055.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4940.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:ghl

cc - Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Modern Highways
c/o Scranton Pub. Co., Inc.
185 N. Wabash Ave.
Chicago 1, Illinois

Pac, Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Wash.

NOTED

J. Mc C.

RECEIVED
MAY 1 - 1957

FILED

OREGON DISTRICT
4940
Mr. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-124 (9), Gold Beach-Hunter Creek Section of the Oregon Coast Highway, we hereby concur as of this date in award of contract No. 4940 to the Central Heating Company, Oregon Ltd., of Eugene, Oregon, low bidder in the amount of \$223,055.50 at the March 29, 1957 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
APR 30 1957
OFFICE OF
STATE HIGHWAY ENGINEER

W.C.

RECEIVED
APR 30 1957

FOR FILING

31-124/5

4440

Salem, Oregon
April 3, 1957

170
Mr. C. G. Swenson
City & County Relations Dept
Office

Attention: Mr. John D. Graham
Office Engr.

MISC. CONTRACTS and
AGREEMENTS No. 1231

Attached hereto is a conformed copy of an agreement with the City of Gold Beach covering the Gold Beach-Hunter Creek Section of the Oregon Coast Highway in Curry County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Gold Beach, Oregon.

Secretary

rn
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 21, 1957

To: Mr. G. S. Paxson
OFFICE

SUBJECT: State-City Agreement
Gold Beach-Hunter Creek Section
Oregon Coast Highway
Gold Beach, Oregon

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

Both copies require your signature of approval.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

[Signature]
APPROVED
ASST. STATE HIGHWAY ENGINEER
Date *March 22, 1957*

*Bids to be received for construction of
this project on 3-29-57
W. Seary*

per 2 copies

A

RECEIVED
MAR 15 1957

FOR FILING

BF-124 (1)
4940

Salem, Oregon
March 14, 1957

Gold Beach-Hunters Creek
Section

Mr. Tom Edwards
Construction Engineer

In arriving at an agreement with the City of Gold Beach for the Gold Beach-Hunters Creek project, the City has requested that we provide street entrance for Seventh Street. This is shown on Sheet 4 of the plans and on the east side of Station 31. The City has now graded this street almost up to the highway and is holding up the rest of the grading until our highway grade is definitely established.

All this change will amount to is curving the curb returns on each side of the street entrance and treating the pavement as we have done on other streets. Since this contract is already advertised, it should be taken care of as a field change.

G. S. Fanson
Assistant State Highway Engineer

GSP:gn

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Frank Morgan
Mr. C. G. Svensen

RECEIVED
MAR 17 1957

FOR FILING
OREGON DISTRICT

BF-124(9)

4140

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BF-124(9), Gold Beach-Hunter Creek Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By *E. H. Cowan*
E. H. COWAN
Principal Highway Engineer

2/2

Salem, Oregon
February 27, 1957

Mr. Robert L. May, Jr.
OFFICE

Special Agreement
Gold Beach-Hunter Creek Section
Oregon Coast Highway
City of Gold Beach

The Highway Commission plans to construct the subject named project and to accept bids on this project at its March 28-29 meeting. It is requested that an agreement be prepared covering that portion of the project which lies within the city limits beginning at Highway Engineer's Survey Station 15+55 and extending in a southerly direction to the southerly city limits as shown by the plans attached and marked Exhibit "A." The agreement is to cover the following points:

RECITALS: Standard Paragraphs.

THINGS TO BE DONE BY STATE

1. State shall obtain all necessary right-of-way by purchase or otherwise, prepare all plans, let all contracts, and supervise construction of said project.

2. State shall, without cost to City, relocate or reconstruct or cause to be relocated or reconstructed, those utility conduits, lines, poles, mains, pipes, and other facilities required or reconstructed to conform to the proposed plans and ultimate requirements of the project which are not covered by the provisions of paragraphs 2 and/or 3 under THINGS TO BE DONE BY CITY.

3. On receiving from City an itemized statement in triplicate showing the costs incurred by City in moving, or causing to be moved, the water and sewer lines, pipes, mains, conduits, or doing or causing to be done other work required by paragraph 3 of this agreement under THINGS TO BE DONE BY CITY, State shall reimburse the City for such cost, except that State shall not be required to pay for any new water or sewer lines, service connections, meters, hydrants, valves, pipes, mains, conduits, or other utility facilities.

THINGS TO BE DONE BY CITY

1. City, by the execution of this agreement, approves the plans attached hereto, marked Exhibit "A," and by this reference made a part hereof.

Mr. Robert L. May

-2-

February 27, 1957

2. City shall without cost to State relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, telegraph, or other utility conduits, lines, poles, mains, pipes, facilities of every kind and nature which are covered by permit or franchise from City authorizing their relocation or reconstruction by City without cost to City, or which for any other reason may be relocated or reconstructed by City without cost to City, and which are required to be relocated or reconstructed to conform to the proposed plans and ultimate requirements of the project.

3. City shall relocate or reconstruct or cause to be relocated or reconstructed, all City-owned water, gas, sewer, electric, telephone, telegraph, or other utility conduits, lines, poles, mains, pipes, and facilities of every kind and nature required to be relocated or reconstructed to conform with the proposed plans and ultimate requirements of the project, excepting therefrom the storm sewer system, which is to be installed as a part of this project.

4. City, by the execution of this agreement, consents to any and all changes of grade, if any there be, in connection with or arising out of said project covered by this agreement.

5. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement and the same shall be made a part hereof and attached hereto.

6. If and when the construction of additional sidewalks or reconstruction of existing sidewalks becomes necessary, then the construction of said sidewalks shall be the obligation of the City.

SPECIAL PROVISIONS

It is expressly provided that City retains jurisdiction and control over those portions of the right-of-way, including sidewalks, outside of the curb lines of the City affected by this agreement and that that portion of said street outside the curb lines shall be maintained by City.

Please prepare seven copies of the agreement in addition to any required by the Legal Division. Copies of Exhibit "A" will be furnished by the County and City Relations Divisions when available.

G. S. Paxson
Assistant State Highway Engineer

jdg:mm
Att.

cc: C. G. Swenson

1940

Form PR-1 (6-5-56)		U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State Oregon	
FEDERAL - AID PROGRAM DATA 2-21-57				Code	County Curry
				Project No. BF-124(9)	
Funds Bond Financed-Primary				Program No. 17	Item No. 108
Name of urban area				Program stage ☐ 1 or ☒ 2	
Route Number	Federal-aid 2	State	U.S. 101	A.D.T.	Present 4,600 2,000
					Future 11,500 5,000
					Year 1975
Termini South end Project No. F-124(3) in Gold Beach south 1.3 miles (Gold Beach-Hunter Creek Section)					
Character of proposed work Grade and Drain. 4-lane high type pavement 0.6 mile; 2-lane high type pavement 0.4 mile. Grade and drain only, 0.3 mile. Curbs on four lane portion.					
Project length 1.31 miles					
ESTIMATED PROJECT COST BY PHASES					
Phases	Total estimated cost	Federal funds	State funds	Other funds	
Preliminary Engineering					
Right of Way					
Construction	340,000	204,000	136,000		
PROJECT TOTALS	340,000	204,000	136,000		
Program approval or acceptance dates					
Remarks					

GOLD BEACH-HUNTER CREEK SECTION

Project No. BF-124(9)

Existing Facility

Roadway: 18' bituminous macadam, 4' shoulders.
Constructed in 1930.

Structures: None

Project Data

Roadway: Grade and Drain. Curb section in Gold Beach with four 12' travel lanes and 8' parking lanes. Two 12' lanes with 10' shoulders from Gold Beach south 0.4 mile to connection with present highway. From highway connection south, grade and drain only.

Structures: None

Railroad Crossings: System revision required: Unusual or
Complicated Situations Involved: Exceptions to minimum
design standards: None

Note: Section located within limits of right of way project
programmed under Item No. 214, Project No. F-124(8).

A small scale map showing location of the project is enclosed.

RECEIVED
FEB 27 1957

FOR FILING

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

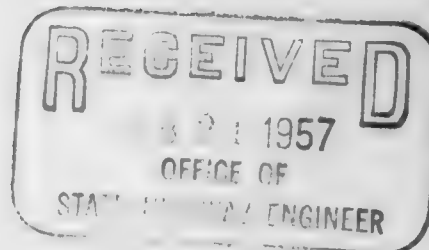
February 27, 1957

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL



The Oregon State Highway Department is pleased to announce the improvement of the Oregon Coast Highway, and to inform you that the project is now under way. The project is to improve the highway from its present condition to a standard of 40 feet wide, with a 12-foot travel lane, and a 10-foot shoulder. The project will be completed in 1958. The project will be completed in 1958. The project will be completed in 1958.

The project is to improve the highway from its present condition to a standard of 40 feet wide, with a 12-foot travel lane, and a 10-foot shoulder. The project will be completed in 1958. The project will be completed in 1958. The project will be completed in 1958.

The project is to improve the highway from its present condition to a standard of 40 feet wide, with a 12-foot travel lane, and a 10-foot shoulder. The project will be completed in 1958. The project will be completed in 1958. The project will be completed in 1958.

The project is to improve the highway from its present condition to a standard of 40 feet wide, with a 12-foot travel lane, and a 10-foot shoulder. The project will be completed in 1958. The project will be completed in 1958. The project will be completed in 1958.

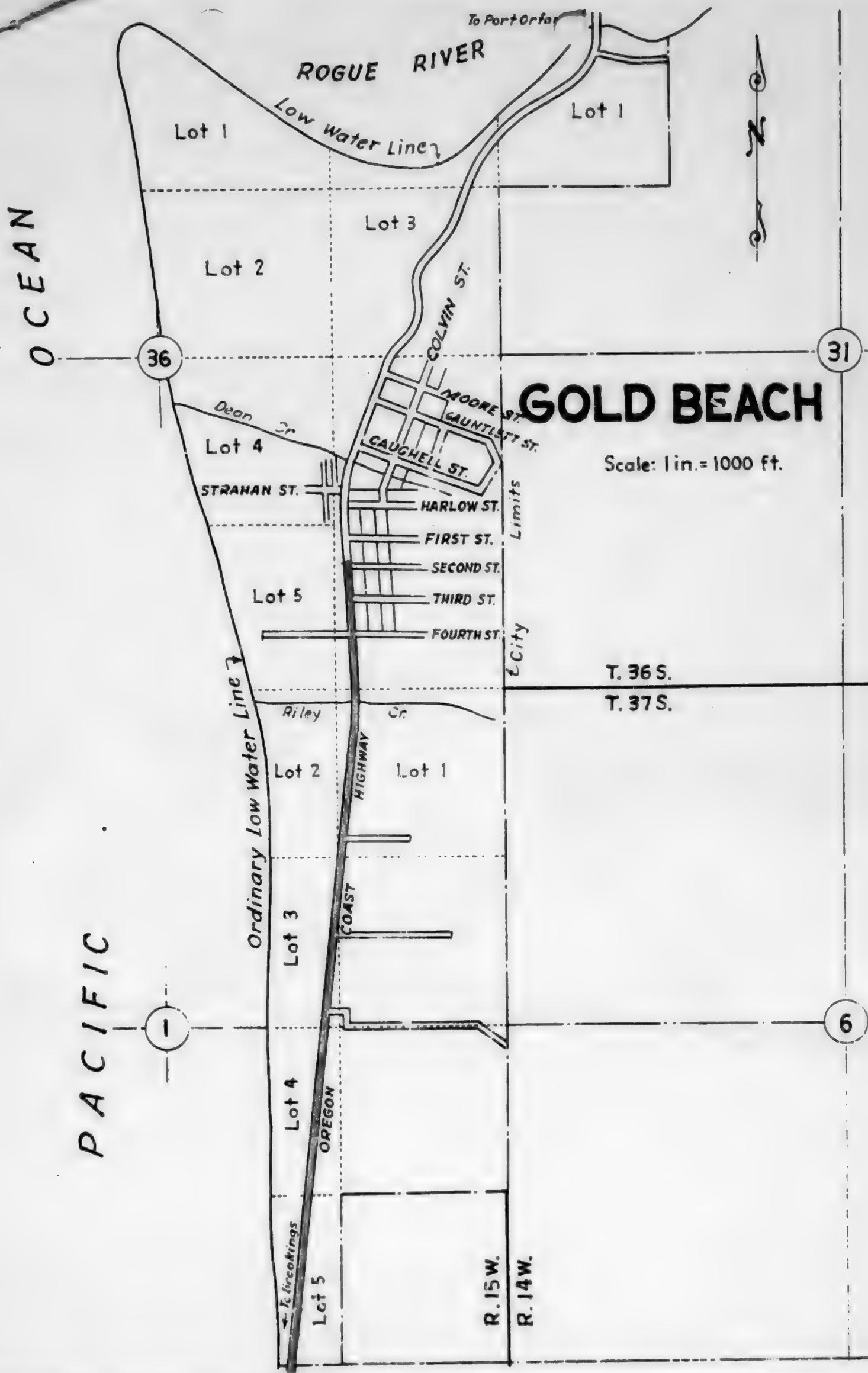
Very truly yours,

Forrest Cooper

B. S. Cooper, Secretary
State Highway Department

NOTED
FORREST COOPER

cc: Bureau - 3
B.S.C.
Forrest Cooper, B. S. Cooper
Local Division



31-8310 Elgin-Union Rock Prod. 1957
#4941 Proj.

RECEIVED

MAY 5 1958

NOTED
W. WILLIAMS

FOR FILING

FINAL COST ANALYSIS

April 30, 1958

Elgin-Union Rock Production

Contract No. 4941

Rock Production

E. H. Itschner Company, Contractor
Howard C. Johnson, Resident Engineer

Wallowa Lake and Cove Highways

Prefix No. 31-8310

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. 3/4"-1/2" Cr. Mat'l in S.P.	5,565	Cu. Yds.	\$3.25	\$2.95	\$16,439.68	\$18,086.25
2. 1/2"-1/4" Cr. Mat'l in S.P.	6,222.1	Cu. Yds.	3.25	2.98	18,570.28	\$20,221.83
3. 1/4"-#10 Cr. Mat'l in S.P.	5,422.1	Cu. Yds.	3.25	2.98	16,191.64	17,621.83
4. 1/4"-0 Cr. Mat'l in S.P.	1,060.8	Cu. Yds.	3.25	3.03	3,214.87	3,447.60
Stockpiling Screen Rejects	1,185.74	Cu. Yds.	0.25			296.44
Hauling Reject Material	1,697.9	Yd. Mile	0.12	0.12	203.75	203.75
Haul Adjustment favor of State	--	Yd. Miles	0.10			- 41.40
Haul Adjust., Favor of Cont'r.	3,572.5	Yd. Miles	0.12			428.70
					<u>\$54,620.22</u>	<u>\$60,306.10</u>

Gross Revenue \$60,306.10

Total Cost 54,620.22

Net Profit \$ 5,685.88

Net Profit Equals 9.42% of Gross Revenue

DETAIL OF COSTS

Labor:

Labor and Supervision	\$11,206.48	
Labor Insurance	<u>667.46</u>	
		\$11,873.94

Equipment Rental and Misc. Supplies:

Equipment Rental, Owned	\$21,526.04	
Equipment Rental, Hired Operated	6,866.08	
Gas, Oil, and Grease	4,265.42	
Freight	72.54	
Small Tools and Misc. Supplies	62.88	
Bond	404.58	
Drilling and Shooting	4,097.78	
Home Office and General Overhead	<u>847.70</u>	
		\$38,143.02

Materials Purchased from La Grande Pipe Company:

3/4"-1/2" Crushed Materials in Stockpile,			
839.42 Cu. Yds. At \$2.45	\$ 2,056.58		
1/2"-1/4" Crushed Materials in Stockpile,			
564.93 Cu. Yds. At \$2.45	1,384.08		
1/4"-#10 Crushed Materials in Stockpile,			
474.53 Cu. Yds. At \$2.45	<u>1,162.60</u>		
		\$ 4,603.26	
		\$54,620.22	

CRUSHING BREAKDOWN

Quarry located southwest of the City of Cove at M.P. 16.4 on the Cove-Union Highway.

	<u>Quantity</u>	<u>Unit</u>	<u>Cost</u>	<u>Unit Cost</u>
Move In	7,001.78	Cu. Yds.	\$ 1,505.60	\$ 0.215
Drill and Shoot	7,001.78	Cu. Yds.	1,795.61	0.256
Feeding	7,001.78	Cu. Yds.	5,005.43	0.715
Crushing	7,001.78	Cu. Yds.	7,488.97	1.069
Haul to Stockpile Sites	7,001.78	Cu. Yds.	1,598.32	0.309
Stockpiling Materials	7,001.78	Cu. Yds.	<u>2,169.99</u>	<u>0.228</u>
			\$19,563.92	\$ 2.79
Hauling Reject Material	506.51	Cu. Yds.	87.04	0.171

The crushing plant operated 207 hours for an average production of 40.89 cubic yards per working hour.

Quarry located south of the City of Elgin, 0.5 mile west of M.P. 16.3 on the Wallowa Lake Highway.

	<u>Quantity</u>	<u>Unit</u>	<u>Cost</u>	<u>Unit Cost</u>
Move In	9,389.34	Cu. Yds.	\$ 2,169.85	\$0.231
Drill and Shoot	9,389.34	Cu. Yds.	2,407.92	0.256
Feeding	9,389.34	Cu. Yds.	7,578.56	0.807
Crushing	9,389.34	Cu. Yds.	10,921.84	1.163
Haul to Stockpile Site	9,389.34	Cu. Yds.	4,664.26	0.496
Stockpiling Materials	9,389.34	Cu. Yds.	<u>2,368.76</u>	<u>0.252</u>
			\$30,111.19	\$3.205
Hauling Screen Reject Mat'l	679.23	Cu. Yds.	116.71	0.171

Crushing plant operated 270 hours for an average production of 37.56 cubic yards per working hour.

The contractor purchased 1,878.88 cubic yards of crushed gravel at \$2.45 per yard from La Grande Concrete Pipe Company, who crushed and hauled material to stockpile site "G".

In addition to the above, quantities shown at Cove Quarry, the contractor produced and hauled 1,463.4 cubic yards of crushed material to the City of Cove for Leslie Harris and at the Elgin Quarry, 754 cubic yards of crushed base materials was produced and hauled to Elgin for H. J. and H. W. Miller.

Remarks:

This was a "State Project" consisting of furnishing 18,270 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Elgin-Union Section of two State highways in Union County.

This project was bid April 19, 1957, awarded April 19, 1957, and completed October 17, 1957.

Draper and Spears, drilling contractor, moved into the quarry at M.P. 16.4 on the Cove Highway the first part of the week of June 21, 1957. A test shot was set off Tuesday the following week. This quarry had to be drilled and shot twice in order to obtain the desired quantity of material to crush. The quarry material had quite a lot of large slab rock in it that could not be used so had to be put aside.

July 1st, the contractor moved his crushing equipment from Pendleton to the Cove quarry. Set up was completed July 11th and production of crushed material began the following day. A 3/4-Cubic yard shovel and two dumpers were used to feed the crusher.

Crushing, from this quarry, for this contract was completed August 7th but the contractor continued in operation to produce base material for the Cove City project contracted by Leslie Harris.

Draper and Spears began drilling in the quarry at M.P. 16.3, south of Elgin, July 22nd. No work was accomplished because of breakdown of equipment. This quarry was very difficult to drill. There was a variable degree of hardness to the rock, with cap rock about 12 feet in depth and layer of earth underneath.

This quarry was drilled at 5-foot centers and to a depth of 24 feet. The top cap was comparatively soft and easily drilled, but upon entering the earth layer difficulty was encountered in sticking of the drill rods. As much as 30 minutes were required to free the drills when this happened.

Despite the 5-foot centers of shot holes, the quarry broke large and much of the material had to be wasted because the cost would have been too great to reduce it small enough to be handled by the crusher. These large rock, in my opinion, required a great deal of handling by the feeding equipment, thus increasing the cost of crusher feeding.

Eighty-one working hours were required in the move from the Cove quarry and set up in the Elgin quarry. Crushing operations were started August 24th, producing crushed base material for H. J. and H. W. Miller, contractors for the Elgin (Division Street and 7th Avenue) City Street project.

Crushing for this contract was resumed August 28, with cloudy and fair to wet weather conditions throughout the rest of contract. The crushing of stockpile materials was completed, with the exception of rock for "G" stockpile site, on October 4.

Crushed materials for stockpile site "G" was purchased from the La Grande Pipe Company, of Island City, for the price of \$2.45 per cubic yard including haul.

RE

The source of material for this rock was from a gravel deposit located at the Company plant on the Grande Ronde River at Island City.

A small profit was made by the contractor, but had he not been able to purchase material from La Grande Pipe Company, thus saving hauling cost and had he not been able to produce additional rock for other contracts, he would have shown a loss.

M. N. Juve
Chief Cost Analyst

By

Gordon K. Hanson

RECEIVED
JAN 23 1958

FOR FILING

31-8310
(CONTRACT NO.)

4941
(VOUCHER NO.)

881

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 23, 1958

(EST. NO.)

5 Final

(WARRANT NO.)

H202274

(CONTRACTOR)

E. H. Itchner

(AMOUNT)

(DATE)

\$ 2,265.19

1-23-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 110 Workdays from May 16, 1957

Time Extensions: None
Completion Date: Oct. 17, 1957
Date Accepted: Oct. 31, 1957
Penalties: None of record
Claims: None of record
Remarks:

Date: Jan. 24, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 24 1958
ERW

NOTED ON CARD
ew

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

21 5310 20

For Week Ending October 18, 1957, 19__

Section Elgin - Union
Wallowa Lake
 Highway and Cove County Union

Kind of work Rock Production

Contractor E. H. Itachner Co.

Section prefix 31-8310

Date of contract May 6, 19 57

Contract number 4941

Date work started June 17, 19 57

Specified work days 110

Project authorization \$ 63,618.75

Work days used 100

Exclusive of engineering \$ 59,094.75

Per cent of time elapsed 91 %

Estimated cost of completed project, exclusive of engineering \$ 61,250

Estimated per cent overrun 3.7 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization \$ 4524

Engineering cost to date \$ 1700, 38 %

Date project was completed October 17, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The stockpiles on this entire project have now been completed and shaped up in all sites. The contractor has moved all of his equipment out, replaced the fence and gates in the quarry site at Mile Point 16.3 on the Wallowa Lake Highway.

All stockpiles have been measured and quantities computed with the exception of the one located at M.P. 0.3 of the Cove Secondary Highway near Island City. (Site "G")

Semi-final will be submitted next week.

FINAL REPORT

Signed Ey B - 3

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			17,400		
Total quantities corrected to date			18,800		
Estimated quantities moved or placed to date			18,800		
Average daily quantities					
Average daily quantities necessary to complete project on time			complete		
Number shifts per day			1		
Hours per shift			9		
Average force on project for week			5		

Men 5

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 1

Men and tractors

Equipment used during week: Shovels 1, Power graders, Rollers, Mixers, Crushing or screening plants 1

Compressors, Bulldozers 1, Compaction rollers

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Ptly clay		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 4 1957

FOR FILING

4741

June 3, 1957

E. H. Itchner Co.
Medalla
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4941 which was awarded to you on May 6, 1957 by the State Highway Commission for rock production on the Elgin-Union Section of the Wallows Lake and Cove Highways in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

Encl.

8-339(1)

Hopmere Rd.-McNary Wye
Sec. of the Wheatland

1957

1957 & 1959

FAS 735 County Marion Contract No. 4942

Section 11:1/2 mi. W. of Marion, Pa.

Location 57-C-47 { Looking S. from Highway } 1



570 1959

FAS /
Sect:
Locat:

same as 57-C-41

4/28/59 11/0/00 FAS 735

6/24/57 11/0/00 FAS 735
+ 11/0/00 FAS 735
same as 57-C-41

INVOICE

NOTED
Harold C. AyersNOTED
John R. HagemannContract 4942
S-339(1)Oregon State Highway Department
SALEM, OREGONMarion County
Salem, Oregon

Attn: County Court

NOTED
V. R. JONES

Invoice No. 56554

Date July 22, 1958

Your Req. No.

Billing Request No. 50 123

Credit Distribution. 521-102-297

Final Billing- Hoppers Road-McMurry Hwy Sec. of FAS 735, covered by agreement dated April 19, 1957.

Original advance Deposit	19,172.36	
Less Amount Previously Transferred	<u>16,172.36</u>	
Balance in Advance Deposit		3,000.00
County share total costs as per attached statement	17,390.17	
Less amount previously transferred	<u>16,172.36</u>	
Balance		1,217.81
To be retained		81,782.19

ACKNOWLEDGMENT OF RECEIPT

By _____

Date _____

NOTED
Harold C. Ayers

June 19, 1958

Marion County Court
Courthouse
Salem, Oregon

NOTED

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available on the following county FAS projects and it has been determined that refunds for these projects are due the county in the amounts set after each project.

Contract 4942	FAS 735, Homers Road-McNary Wye Section	\$1,782.39
" 500"	FAS 738, Pudding River & Beaver Creek Bridges	682.14
" 4977	FAS 739, Four Corners-Gear Station Section	<u>6,582.83</u>
Total		\$9,047.36

Itemized statements for each project are attached.

As per the advice of Mr. Anderson, these refunds are being retained as part of the deposit required in connection with the Browning Avenue-Rosedale Section of FAS 742.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Att. - 3

cc: Mr. John A. Anderson

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed 8/8/57

ITEMIZED STATEMENT OF FINAL COSTS

County Marion Contract No. 4942 Date 12/20/57
 FAS 735 Section Hopewere Road-McNary Wye

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.				\$84,779.70
Provide temporary signal.				42.25
Construction engineering.				7,387.53
TOTAL CONSTRUCTION COSTS				\$88,129.33
FEDERAL FUNDS ALLOCATED FOR PROJECT.				33,349.00

AGREED COUNTY SHARE OF TOTAL COSTS

(2% of difference between total cost and federal funds)

$(\$88,129.33 - \$33,349.00) \times 2\% = \$17,385.86$
 County advance deposit \$40,000.00
 Less county share \$11,125.00
 REFUND DUE COUNTY \$28,875.00

October 24

[illegible]

To CENTRAL SAVING CO. Dr.

Version

Postoffice address Independence, Oregon

Montford Road

Work done to August 8, 1957

Contract No. 4942

Bojmore Road - Mollary Wye Section

Prefix No. 524-1021-900 (41)

Estimate No 6 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount
1. Gravel and rubbing	all	750.00	100%	750.00	750.00
2. Removal of pavement	sq.yd.	.45	1,991.3	896.09	896.09
3. Removal of pavement	sq.yd.	.45	1,552.6	700.02	700.02
4. Excav., unclass.	c.y.	2.90	84.65	245.49	245.49
5. Excav., unclass.	c.y.	.48	7,386	3,545.28	3,545.28
6. Haul overhaul	yd.sta.	.02	21,048	480.96	480.96
7. Haul overhaul	C-yd. sta.	.45	1,698	764.10	766.80
8. Finish R/S and slopes	all	600.00	100%	600.00	600.00
9. 12" concrete pipe	l.f.	2.00	387	774.00	774.00
10. 12" concrete pipe	l.f.	4.00	60	240.00	240.00
11. Coarse cr. mat'l. in base	c.y.	1.78	11,653	20,742.34	20,742.34
12. 3/4" -0 mat'l. in base	c.y.	1.93	3,356	6,477.08	6,477.08
13. Spreading	K/gal.	3.00	207	621.00	621.00
14. Preparation of base	all	1000.00	100%	1,000.00	1,000.00
15. 3/4" -0 mat'l. in binder course	c.y.	6.00	80	480.00	480.00
16. MC-3 asphalt in binder course	ton	60.00	9.64	578.40	578.40
17. Class "B" asphalt concrete	ton	5.90	6,796.6	40,098.76	40,098.76
18. MC-1 asphalt	ton	60.00	1.5	90.00	90.00
P&S Remove & reset railboxes	each	9.50	72	684.00	684.00
Force Account				792.18	792.18
Totals				80,799.70	80,802.10

Approved and approved by _____

Retained _____

W.C. Williams

January 30th, 1958

RECEIVED
FEB 6 - 1958Hopmore Road-McNary Wye
Contract #4942FINAL COST ANALYSIS
Grading and Paving
Central Paving Co., Contractor
Kenneth Bartel, Resident EngineerWheatland Road
Prefix 524-1021
Project S-339(1)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(2) Clearing & Grubbing	All	All	\$750.00	\$	\$ 618.61	\$ 750.00
(2) Removal of Pavement	1,991.3	Sq. Yd.	0.45	0.424	845.47	896.09
(2) Breaking of Pavement	1,556	" "	0.45	0.45	698.69	700.20
(2) Drainage Excavation	84.65	Cu. Yd.	2.90	2.78	235.25	245.49
(2) General "	7,386	" "	0.48	0.466	3,447.27	3,545.28
(2) Short Overhaul	24,048	Yd. Mi.	0.02	0.017	417.22	480.96
(2) Long Overhaul	1,698	C-Yd. Sta.	0.45	0.40	686.37	764.10
(2) Finish Roadbed & Slopes	All	All	600.00	449.10	449.10	600.00
(2) 12" Concrete Culvert Pipe	387	Lin. Ft.	2.00	1.89	733.36	774.00
(2) 18" Concrete Culvert Pipe	60	" "	4.00	3.56	213.93	240.00
(1) Coarse Cr. Material in Base	11,653	Cu. Yd.	1.78	1.58	18,398.29	20,742.34
(1) 3/4"-0 Cr. Material in Base	3,356	" "	1.93	1.72	5,784.75	6,477.08
(1) & (2) Sprinkling	287	M/Gal.	3.00	2.16	620.99	861.00
(1) Preparation of Base	All	All	1,000.00	555.79	555.79	1,000.00
(1) 3/4"-0 Mat'l. in Binder Course	80	Cu. Yd.	6.00	3.02	241.76	480.00
(1) RC-3 Asphalt in Binder Course	9.64	Ton	60.00	43.14	415.90	578.40
(1) Class "B" Asphalt Concrete	6,796.4	Ton	5.90	5.35	36,386.83	40,098.76
(1) RS-1 Asphalt	1.5	"	60.00	49.30	73.95	90.00
(1) & (2) PA #1, Remove & Reset Mailboxes	72	Each	9.50	7.76	558.94	684.00
(1) & (2) Force Account					<u>792.18</u>	<u>792.18</u>
					\$72,174.65	\$80,799.88

	Gross Revenue	Total Cost	Profit	% Profit
(1) Central Paving Co.	\$70,769.94	\$63,474.36	\$7,295.58	10.3%
(2) Diamond Rock Construction Co.	<u>10,029.94</u>	<u>8,700.29</u>	<u>1,329.65</u>	<u>13.2%</u>
	\$80,799.88	\$72,174.65	\$8,625.23	10.7%

Detail of Cost
Central Paving Co. & Diamond Rock Co.

Labor
Labor Insurance
Health & Welfare

\$12,354.56
833.38
380.15

Materials:

12" Concrete Culvert Pipe	387 Lin. Ft.	at \$1.08	\$ 417.96
18" " " "	60 " " "	1.85	111.10
Base Rock Purchased From			
Oregon Gravel Co.	11,653 Cu. Yd.	" 0.90	10,487.70
3/4"-0 Rock Purchased From			
Oregon Gravel Co.	3,436 " " "	1.00	3,436.00
Paving Aggregate Purchased			
From Oregon Gravel Co.			6,973.79
RC-3 Asphalt & Freight	9.64 Ton	" 32.35	311.85
RS-1 Asphalt & Freight	1.5 " "	31.40	47.10
Mail Box Posts			20.16
Asphalt Used in Class "B" Mix			<u>12,175.37</u>

Equipment Rental & Misc. Supplies:

Equipment Rentals Owned	\$ 9,564.49
" " Hired	6,453.82
Gas, Oil and Grease	2,770.90
Bond	606.00
P.U.C.	156.25
P.L. & P.D. Insurance	154.43
Heating Oil	1,019.40
Freight & Cartage	1,148.75
Small Tools & Misc. Supplies	327.50
Home Office & Overhead	<u>2,423.99</u>

24,625.53

Total Cost \$72,174.65

Hopmere Road-McNary Wye
Contract #4942

Detail of Cost
Central Paving Co.

Labor:

Labor	\$ 9,321.56	
Labor Insurance	605.90	
Health & Welfare	<u>279.65</u>	
		\$10,207.11

Materials:

Coarse Cr. Base Rock	11,653 Cu. Yd. at \$0.90	\$10,487.70	
3/4"-0 Rock	3,436 " " " 1.00	3,436.00	
Paving Aggregate		6,973.79	
RC-3 Asphalt	9.64 Ton " 32.35	311.85	
RS-1 Asphalt Incl. Freight	1.5 " " 31.40	47.10	
Mail Box Posts		20.16	
Asphalt in Class "B" Mix		<u>12,175.37</u>	
			33,451.97

Equipment Rental & Misc. Supplies:

Equipment Rental Owned	\$ 7,149.57	
" " Hired Fully-operated	5,651.10	
Gas, Oil and Grease	1,975.45	
Bond	445.90	
P.U.C.	133.50	
P.L. and P.D. Insurance	116.52	
Heating Oil	1,019.40	
Freight and Cartage	873.25	
Small Tools and Misc. Supplies	327.50	
Home Office and Overhead	<u>2,123.09</u>	
		<u>19,815.28</u>

Total Cost	\$63,474.36
----------------------	-------------

Detail of Cost
Diamond Rock Co.

Labor	\$3,033.00
Labor Insurance	227.48
Health & Welfare	<u>100.50</u>
	\$3,360.98

12" Concrete Culvert Pipe	387 Lin. Ft. at \$1.08	\$ 417.96
18" " " "	60 " " " 1.85	<u>111.10</u>
		529.06

Equipment Rental Owned	\$2,414.92
" " "Hired	802.72
Gas, Oil and Grease	795.45
Bond	160.10
P.U.C.	22.75
P.L. and P.D. Insurance	37.91
Freight and Cartage	275.50
Home Office and Overhead	<u>300.90</u>
	<u>4,810.25</u>
	\$8,700.29

HopmERE Road-McNary Wye
Contract #4942

Remarks:

This was a "Federal Aid Secondary Project" calling for the grading and paving of 2.92 miles of highway roadbed on the HopmERE Road-McNary Wye Section of the Wheatland County Road in Marion County.

The contract was bid April 19th, 1957 and awarded May 9th, 1957. Work started April 23rd, 1957 and the project was completed August 8th, 1957.

The Diamond Rock Construction Co. subcontracted items 1 through 18 which consisted of the clearing and grubbing, excavation and the culvert pipe. The subcontractor moved in one D-7 cat and dozer and a crew of 3 men and started clearing April 23rd, 1957. The clearing was light and was completed in a short period.

The excavation consisted primarily of widening of existing roadbed with the exception of two cuts at Station 141 to 142+50 and Station 152+50 to 156. Equipment used on the excavation consisted of two DW-10's, one D-8 cat and dozer, one D-7 cat and dozer and one cat #12 blade. Good progress was made on the excavation.

The contractor worked closely behind the grading contractor as the material that was excavated was approximately 18 inches below the edge of the paved road and this space had to be filled with base and 3/4"-0 rock, which was purchased from the Oregon Gravel Co. and hauled with hired trucks. A blade and roller was used to level and roll the rock. Good progress was made on the rock.

The contractor moved in and set up his 2,000# batch paving plant at the stockpile site of the Oregon Gravel Co. and started paving on July 19th, 1957 and completed this work on July 31st, 1957. The material was hauled to the road with four 8 cu. yd. trucks and handled on the street with one Barber-Greene paver and two rollers.

The contractor had good bid prices, good equipment, good supervision, realizing a fair profit.

M. N. Juve
Chief Cost Analyst

By . . George Kayser

RECEIVED
1957

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 30, 1957

(CONTRACT NO.)

18-339(1)

(EST. NO.)

(CONTRACTOR)

4942

4742

6 Final

Central Paving Co.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

24654

H195501

\$ 2,421.37

10-30-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 100 workdays from 5-19-57

Time Extensions:

None

Completion Date:

Aug. 8, 1957

Date Accepted:

Sept. 12, 1957

Penalties:

None of record

Claims:

None of record

Remarks:

Date: Nov. 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

gc.

NOTED ON CARD

cm

RECEIVED
OCT 22 1957

FOR FILING

Oct. 21, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4942 for grading and paving on the Hopewere Road-McMurry Eye Section of the Wheatland Road in Marion County was completed by the contractor, Central Paving Company, on Aug. 8, 1957, and was formally accepted by the Commission on Sept. 12, 1957.

Final payment in the amount of \$2,421.37 will be released to the contractor on or after October 31, 1957. The total contract amount is \$80,799.70, of which amount \$792.18 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

etm

NOTED
V. R. JONES

August 16, 1957

Marion County Court
Courthouse
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 4942, Hopmere Road-McNary Wye Section of FAS 735, was completed on August 8, 1957.

Under the terms of the maintenance agreement signed by the Court on April 16, 1957, and by the Highway Commission on April 19, 1957, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:am

cc: Mr. John A. Anderson, Co. Engr.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

S-337(1)
4942

For Week Ending August 10, 19 57

Section Hopmere Road - McNary Wye Kind of work Grading & Paving
 Highway Wheatland Rd. County Marion Section prefix 524-1021
 Contractor Central Paving Co. Contract number 4942
 Date of contract May 9, 19 57 Specified work days 100 days begin May 9, 57
 Date work started April 23, 19 57 Work days used 44 43
 Project authorization \$ 95861.81 Per cent of time elapsed 44 43 %
 Exclusive of engineering \$ 89044.97
 Estimated cost of completed project, exclusive of engineering, \$ 89044.97
 Estimated per cent ~~overrun~~ or underrun 4.2 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 6815.84
 Engineering cost to date \$ 5000.00, 73.4 % Date project was completed August 8, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor worked all week cleaning up the job, resetting mail boxes and rolling shoulders. This project is completely satisfied. The contractors work has been very satisfactory in general and the attitude of Central Paving Co. was one of complete cooperation.

Project completed August 8

CONSTRUCTION DIVISION
 RECEIVED

NOTED - E. B. R.

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRAVING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.92	2.92			2.92
Miles partially completed	"	"			"
Miles completed	"	"			"
Total estimated quantities (contract)	8500 c.y.	15150 c.y.			7200 tons
Total quantities corrected to date	8000 c.y.	15009 c.y.			6796.4
Estimated quantities moved or placed to date	"	"			"
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	Completed	Completed			Completed
Number shifts per day		1 (On shoulders)			
Hours per shift		8			
Average force on project for week		4			

Men

4

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

5

Men and tractors

Equipment used during week: Shovels, Power graders 1, Rollers 1, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, Water wagon 1, Power Auger 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Scattered Clouds		
Saturday	Cloudy		



FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Marion
Project No. 8-339(1)

4942

PROJECT AGREEMENT FOR SECONDARY ROAD
UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 9th day of July, 1957, by and between
The Oregon State Highway Commission constituting for the purpose hereof
the Highway Department of the State of Oregon, hereinafter called the Highway
Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, here-
inafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11,
1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on
the 3rd day of April, 1957, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate
for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with
the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faith-
fully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do here-
by mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 2.918 miles of grading, draining and 2-lane high type paving,
(Character of work)

between FAS 159 near Concomly and FAS 159 near Keiser,

(Control points)
consisting of 2.918 miles of roadway and no bridges ~~including~~ including
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final com-
pletion said project under its direct supervision, which shall include adequate inspection throughout
the course of construction, and in accordance with the standards and procedures approved by the Commis-
sioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this
agreement shall not in any event exceed the sum of fifty seven thousand, five hundred
and 00/100
57,500.00 dollars (\$), which does not exceed the authorized United States pro rata share
of the approved total estimated cost of said project, which is ninety two thousand, nine
hundred sixty one and 55/100
92,961.55 dollars (\$).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Charles H. Byrnes

Chairman, State Highway Commission

(Title)

By

W. H. McLean

Member, State Highway Commission

(Title)

By

W. H. Turner

Member, State Highway Commission

(Title)

COMMISSIONER OF PUBLIC ROADS

By

C. H. Folk

Division Engineer, Bureau of Public Roads

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-339(1)

HELMUTH ROAD-MONAHY WYE SECTION OF THE

HEMATLAND ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salmon, Oregon, May 16, 1957

Type Code 6201

Roadway (Sta. 135+70 to Sta. 289+50) (Contract No. A942)

All Required	Clearing and Grubbing	\$	\$	750.00
2,000 sq. yds.	removal of Pavement	0.45		900.00
1,800 sq. yds.	Breaking of Pavement	0.45		810.00
100 cu. yds.	Drainage Excavation, Unclassified	2.90		290.00
8,500 cu. yds.	General Excavation, Unclassified	0.48		4,080.00
26,600 yd. sta.	Short Overhaul	0.02		532.00
2,100 C-yd. sta.	Long Overhaul	0.45		945.00
All Required	Finishing Roadbed and Slopes			600.00
1 only	Adjustment of Catch Basins	25.00		25.00
290 lin. ft.	12-inch Concrete Pipe	2.00		580.00
66 lin. ft.	18-inch Concrete Pipe	4.00		264.00
11,700 cu. yds.	Coarse Crushed Material in Base	1.78		20,826.00
3,450 cu. yds.	3/4" - 0 Material in Base	1.93		6,658.50
570 H-gals.	Sprinkling	3.00		1,710.00
All Required	Preparation of Base			1,000.00
60 cu. yds.	3/4" - 0 Material in Binder Course	4.00		360.00
10 tons	BC-3 Asphalt in Binder Course	60.00		600.00
7,200 tons	Class "B" Asphaltic Concrete	5.90		42,480.00
10 tons	RS-1 Asphalt	60.00		600.00
				<u>\$ 84,010.50</u>
All Required	Flagging (57 1/2% of Contractor's Cost)			<u>500.00</u>
				<u>\$ 84,510.50</u>
	Subtotal			\$ 84,510.50
	10% Engr. & Cont.			8,451.05
	Total			<u>\$ 92,961.55</u>

Length of Roadway 2.918 Miles
Cost of Roadway Per Mile \$31,847.05

Federal Funds.....	\$ 57,500.00
State Funds.....	17,730.00
County Funds.....	17,731.55
	<u>\$ 92,961.55</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Marion County with the Highway Department.

RECEIVED
MAY 23 1957

FOR FILING

4742

May 27, 1957

Central Paving Co.
P. O. Box 38
Independence, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4942, which was awarded to you on May 9, 1957 by the State Highway Commission, for grading and Paving on the Homers Road-McNary Wye Section of the Wheatland Road in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Encl.

NOTED
Harold C. Ayers

INVOICE
Oregon State Highway Department
SALEM, OREGON

NOTED
R. JONES

Marion County
Salem, Oregon

Attn: County Court

Invoice No. **50544**

Date **May 9, 1957**

Your Req. No.

Billing Request No. **cc 321**

Credit distribution: **524-1021-291**

Advance Deposit
Partial transfer of county's share total cost.
Hopmore Road-McNary Ave Section, PAS 735, covered by agreement
dated April, 1957.

18,172.36
15,172.36

To be retained **\$3,000.00**

NOTED
John R. Hageman

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM
ALL REQUEST

NOTED

Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
V R IONESMarion County
Salem, Oregon

Attn: County Court

Invoice No. 50543

Date May 9, 1957

Your Req. No.

Billing Request No. cc 314

Credit distribution: 524-1021-297

Advance Deposit

1,000.00

Hopmore Road-Mellary Ave Section, PAS 735, covered by agreement
dated April, 1957.Transfer of the 1,000 excess deposit made in connection with the
Champoeg Creek Bridge, PAS 128. See cc 255 dated 7/18/56 and
cc 321 dated 5/9/57.1,000.00

To be refunded

none

NOTED
C. G. SWENSONNOTED
JOHN D. GRIHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Received with Request: \$

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 9, 1957

Marion County Court
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of a cash deposit of \$13,109.52 which, together with retained refunds and excess deposit in connection with other FAS projects, makes a total advance deposit of \$19,172.36 in connection with the Homere Road-McNary Wye Section of FAS 735.

Contract No. 4942 has been awarded to the Central Paving Company and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:um

cc: Mr. John Anderson,
County Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED

W. J. HINES

NOTED

Harold C. Ayers

Salem, Oregon
May 9, 1957

Hopmore Road-McNary Wye Section
FAS 735, Marion County

Mr. S. H. Probert
OFFICE

NOTED

John F. Hagemann

We have received this date Marion County's advance deposit in connection with the subject named project. We have also received signed copies of options for right-of-way required for this project and it is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Forrest Cooper
G. B. Paxson

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

JUDGE REX HARTLEY
COMMISSIONER ROY J. RICE
COMMISSIONER E. L. ROGERS

PHONE 4-4401

MARION COUNTY COURT

COURTHOUSE

SALEM, OREGON

May 3, 1957

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
V R IONES

NOTED
John F. Hagemann



Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. John F. Hagemann
Asst. Engineer, County-City Relations

Gentlemen:

Acknowledging receipt of your letter of April 19, relative to a satisfactory bid received from Central Paving Company of Independence for construction of the Hopmere Road-McNary Wye Section of FAS 735, and requesting an advance deposit and letter certifying that all right-of-way has been acquired, so that a contract can be awarded.

We have on this date received a letter from the County Engineer, John A. Anderson, certifying that all right-of-way has been secured on Market Road No. 24 (your FAS 735). Options for said right-of-way are enclosed herewith.

We have advised our Auditing Department of the required advance deposit and they have informed the Court that the advance deposit will be prepared and forwarded to you on Monday, May 6th.

Trusting this will meet with your approval.

Very truly yours,

County Judge

*Options to Salinas
5/8/57*

RH:jd1
Enc.

NOTED
JOHN COAHAM

NOTED
C. G. SWENSON



NOTED
Harold C. Ayers

NOTED
V. R. JONES

April 19, 1957

Marion County Court
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

On April 19th a satisfactory bid was received from Central Paving Company of Independence for construction of the Hopmore Road-Mary Wye Section of FAS 735. As per the agreement between state and county, the following advance deposit is required of the county:

Bid Item	\$84,10.50
Anticipated Additional Items	
Flagging	\$500
Move & Reset Mail Boxes	\$700
12% Engineering & Contingencies	1,200.00
Estimated Total Cost.....	10,651.31
	\$95,861.81
County Advance Deposit of 20%.....	\$19,172.36

Less Refunds on Previous Projects Retained
by State

FAS 159, Hopmore-Wheatland Jct...	\$1,071.40
FAS 591, Abiqu Creek Bridge.....	715.59
FAS 590 Mill Creek Bridges (2) and Pen Annex Bridge.....	1,432.54
FAS 590, Turner-Aumsville.....	1,843.31
FAS 128, Champoeg Creek Bridge (This represents \$1,000 excess deposit, not final settlement).....	1,000.00
	6,062.84

Required Cash Deposit..... \$13,109.52 - or say \$13,100

Please make this deposit by means of a check or warrant in the amount of \$13,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit and a letter certifying that all right-of-way has been acquired, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
cc: Mr. John Anderson

Recd. 5/9/57
#13,109.52
524-1021
4942

RECEIVED
MAY 1 - 1957

FOR FILING

S. 100
4/26

Salem, Oregon
April 26, 1957

FAS Project Agreements
Marion County

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Marion County covering the Hopewell Road-McNary Wye Section of FAS 735 in Marion County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Marion County Court.

Secretary

rn
Attach:

REFERRED TO
[Signature]
BY SECRETARY

to file

NOTED
Harold C. Ayers

April 8, 1957

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Dear Sir:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Hopners Road-McNary Wye Section of FAS 735 upon which bids will be received April 19th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$115,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 12th..

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

March 21, 1957

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Dear Mr. Anderson:

Enclosed are three copies each of two option forms with accompanying sketch maps covering right-of-way required in connection with the Hopmere Road-McNary "Y" Section of FAS 735. It is planned to accept bids on this project at the Commission meeting during the first part of May.

Please return a conformed copy of each signed option to this office so that we may be advised of the complete terms of each transaction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 20, 1957

Salem, Oregon

MAR 21 1957

SUBJECT: Options
Hopmere Rd.-McNary "Y"
Wheatland Road

To: Mr. C. G. Swenson
Office

Attached you will find 2 option forms in triplicate covering right of way to be acquired in connection with Hopmere Road-McNary "Y" Section of the Wheatland Road in Marion County.

Please have the County return at least a conformed copy of the signed options, executed deeds, or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We are attaching sketches covering this area and bearing our date of March 18, 1957.

26176	Adam and Vesta L. Lapin	0.32 acre (p-1)
		0.02 " (p-2)
26175	Donald Everett & Donna Marie Largent	0.09 "

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

LM
blr
Enc. 2 options
cc: R. L. Porter
cc: E. J. Benner

Memo to J. W. Nash

March 13, 1957

FAS 735, Marion County
Hopmere Road-McNary "Y" Section

This project extends from a county road junction approximately 1 mile west of Hopmere, southerly to a junction of FAS 735 with FAS 159 approximately 1 mile north of the Keizer School.

Grade and drain, place base material, and construct an asphaltic concrete pavement 22' in width with 4' shoulders. Grading will consist primarily of widening with minor revisions in grade and alignment. The existing 16' wide asphaltic concrete pavement will be utilized by widening and resurfacing wherever possible. One substandard horizontal curve of 10° as against 9° minimum AASHO standard is included in the project. This curve is on the present alignment and is not being corrected as it is only 122' in length, has good sight distance across unobstructed field, and correction would involve destruction of existing base and pavement which is being utilized in present design.

Normal right-of-way width: 60'

Project length: 2.92 miles

Funds	Federal	\$ 66,000
	State	22,000
	County	22,000
	Total	<u>\$110,000</u>

The existing road within the project limits has a 16' wide asphaltic concrete wearing surface with 8' shoulders in poor to fair condition. The existing road adjacent to the north end of the project has a 20' wide oil mat wearing surface with 6' to 7' shoulders and is in good condition. The southerly terminus of the project is also the southerly end of the FAS route.

The existing grade is substandard on one vertical curve which is being corrected and the existing alignment is substandard at three curves, two of which are being corrected.

No major structures.

No railroad crossings.

No airfields.

No water development projects.

No FAS route revision or addition involved.

FAS Route 735 serves the community of Clear Lake and adjacent residential and small farms area and serves a large diversified farming area adjacent to the northerly portion of the route. It is a school bus, mail, and milk route.

JFH:mmm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
March 13, 1957

Hopmore Road-McNary "Y" Section
FAS 735, Marion County

Mr. Tom Edwards
OFFICE

NOTED
J. F. HAGEMANN

The field data for the subject named project has been examined and found to be consistent with the project as presently proposed by the county. It was originally proposed for a 22' pavement with 8' shoulders and subsequently revised to 22' pavement with 4' shoulders at the county's request. Funds in addition to the \$80,000 initially programmed are available as required.

The county has requested that right-of-way descriptions be forwarded as soon as possible and anything you can do to expedite their preparation will be appreciated.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: V. G. O'Neill
Frank Hall

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
MAR 7 1957

FOR FILING

3-5-57

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS, ADDENDUM "A", HOPMERE ROAD-MC NARY "Y" SECTION
WHEATLAND ROAD (FAS 735), MARION COUNTY

In addition to the line and grade revision at the south end of the project, the County has decided on a revision to improve the alignment approaching the intersection of Hopmere Road at the north end of the project. The revision is about 700 feet in length and involves new right of way.

On February 19, 1957 Mr. Asburry advised that the County and City Relations Division had informed him the County wished to change the original plan for 20-foot asphaltic concrete pavement with 8-foot shoulders to a 22-foot asphaltic concrete pavement with 4-foot shoulders.

Based on an estimate of approximate quantities the original plan would cost \$108,000, the revision \$101,000.

Mr. Hagemann, of the County and City Relations office, discussed the comparative estimates with the County Engineer, who then decided on the 22-foot pavement with 4-foot shoulders. Mr. Asburry instructed us to work up the plans and estimate accordingly.

March 5, 1957

Attachment

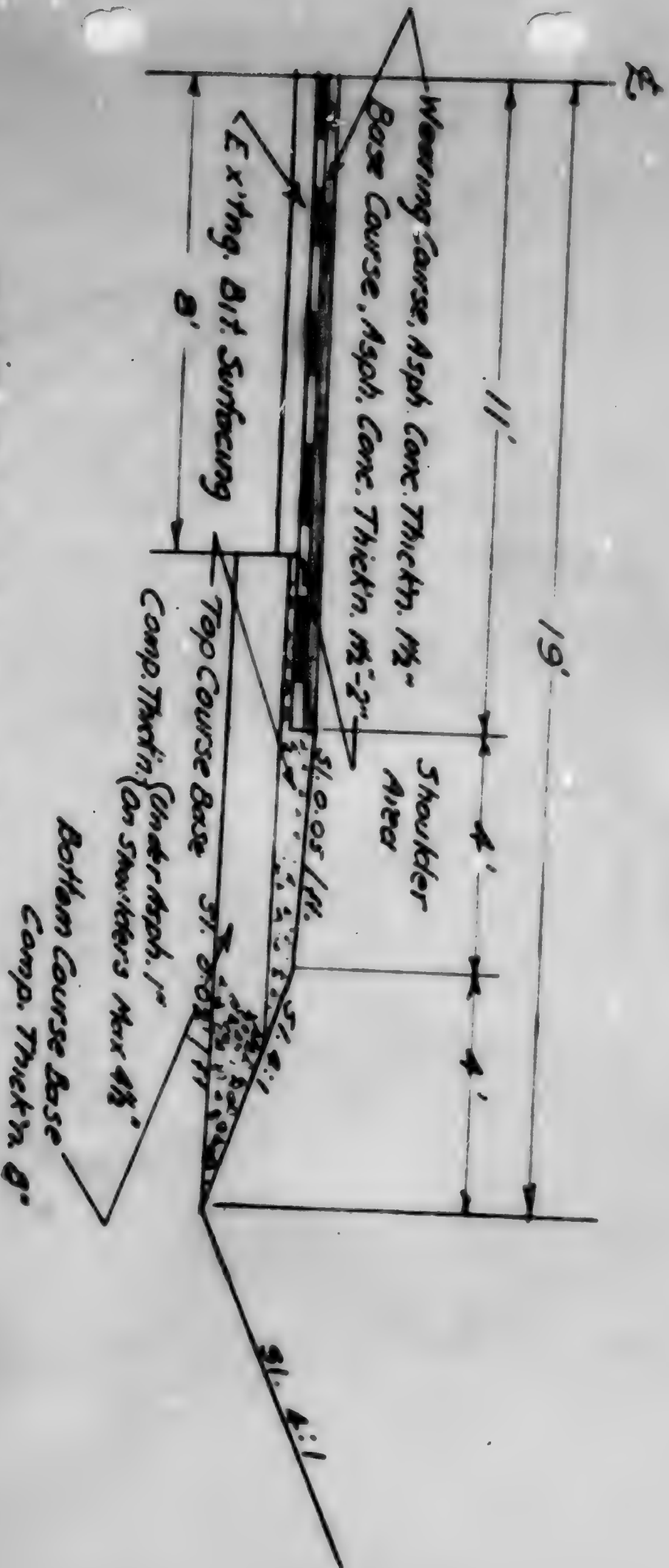
cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Arthur Duffy
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
Ray Webber (2)

RECEIVED
MAR 7 1957
OFFICE OF
STATE HIGHWAY ENGINEER

SKETCH OF REVISSED TYPICAL SECTION TO
ACCOMPANY LOCATION PROSPECTUS, ADDITION "A"

HOPPER ROAD-10 MARY "T" SECTION

THEATLAND ROAD (PAS 735), MARION COUNTY



TYPICAL HALF SECTION

Arthur Duffy, Res. Eng'r.
February 20, 1957

RECEIVED
FEB 13 1957

2-8-57

W. C. MILLER

FOR FILING

LOCATION PROSPECTUS, HOPMERE ROAD-MC NARY "Y" SECTION,
WHEATLAND ROAD (FAS 735), MARION COUNTY

8-339-1)

4744 The following prospectus is submitted regarding the above mentioned Marion County Road Section. The northerly end of the project is the junction of the Hopmere-Brooks Road (FAS 736) with Wheatland Road, one mile west of Hopmere. The southerly end of the survey is the junction of Wheatland Road with North River Road (FAS 159), one mile north of Keizer. The overall length of the project is approximately 2.6 miles.

The purpose of the survey is to prepare plans and an estimate of cost for resurfacing the above section. The alignment passes through the Clear Lake District approximately one mile south of the north end of the survey.

The general route is that of the existing facility. Routine soils work will be required to determine the base design. There are no special drainage problems. The need for an economic analysis is not anticipated.

The 1955 ADT is 600, the projected 1975 ADT is 1,200. This is a Class "C"-50 highway with a typical roadbed section of two 10-foot running lanes with 8-foot shoulders. The tentative base design by Ray Webber is:

Over Existing Surfacing:

Shoulder Widening:

Base Course Asphaltic Concrete	$1\frac{1}{2}" - 2"$	Bottom Course Base	8"
Wearing Course Asphaltic Concrete	$1\frac{1}{2}"$	Shoulder Rock	$4\frac{1}{2}"$ maximum
Total	$3" - 3\frac{1}{2}"$	Total	$12\frac{1}{2}"$ maximum

This is an unrestricted access section. There are no railroad, river, or stream crossings.

On January 4, 1956 Mr. Walker and Mr. Duffy met with the County Engineer, Mr. Anderson, and his assistant, Mr. Kuinzey, and went over the proposed project; the following was decided:

- (1) Widen the existing 16-foot bituminous pavement to 20 feet with asphaltic concrete.
- (2) Reconstruct existing shoulders (about 4 feet wide) to 6 feet in width. The Soils Division has recently completed the field work for soils and surfacing tests.
- (3) Replace existing culverts and install additional culverts to facilitate drainage.
- (4) Make line and grade revision, approximately 1,000 feet in length, about half a mile from the south end of the project.

Prospective Surfacing Material Sources (see attached sketch map):

- (1) Commercial gravel source, approximately one-half mile southwesterly from the south end of the project. Good haul road.

LOCATION PROSPECTUS, HOPMERE ROAD-MC NARY "Y" SECTION,
WHEATLAND ROAD (FAS 735), MARION COUNTY

(2) State-owned gravel source approximately 3 miles southwesterly from the south end of the project. Good haul road and adequate room for paving plant site.

(3) Commercial gravel source approximately 3 miles southwesterly from the south end of the project. Good haul road.

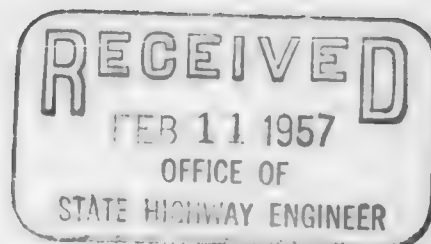
(4) Private gravel source (the County has a \$0.10 per cubic yard royalty agreement with owner) approximately 4 miles southwesterly from a road junction one-half mile southerly from the south end of the project. Fair haul road.

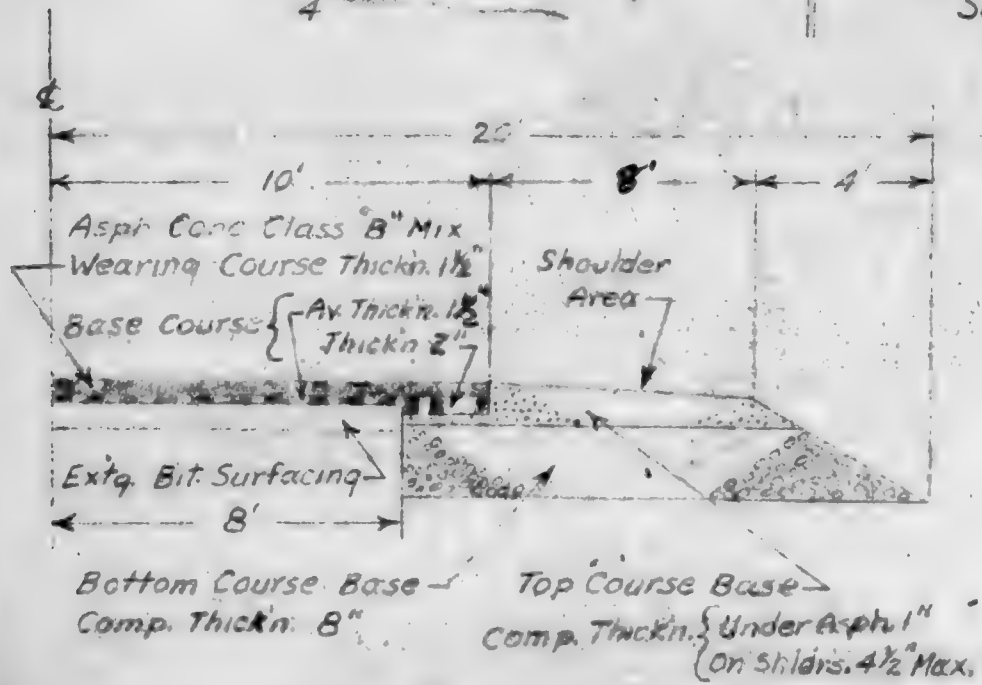
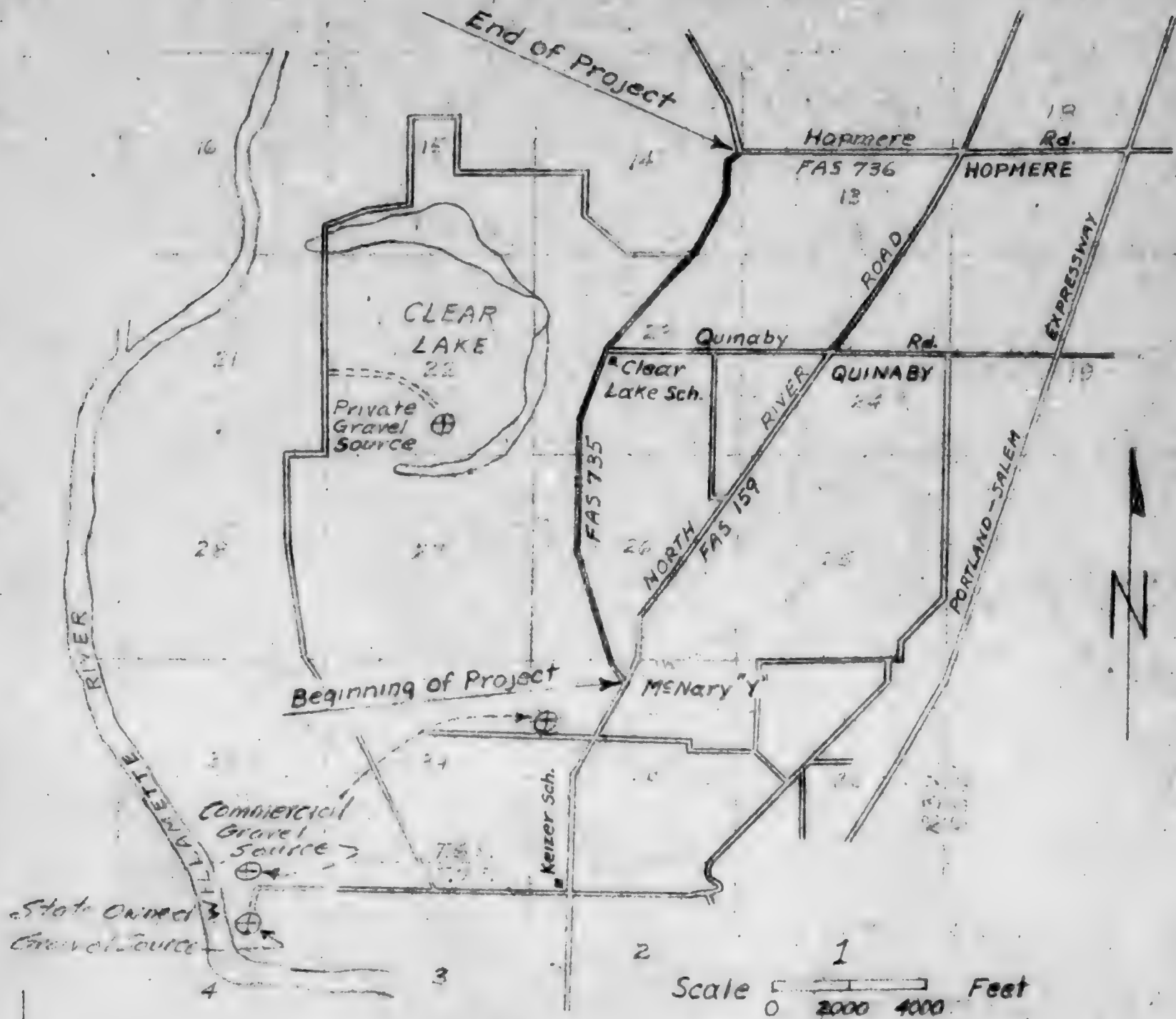
February 8, 1957

Attachment

cc

W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Arthur Duffy
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
Ray Webber (2)





• SKETCH TO ACCOMPANY,
PROSPECTUS FOR RESURFACING
HOPMERE RD.-MENARY "Y" SECTION
WHEATLAND ROAD (FAS 735)
MARION COUNTY

Arthur C. G. y Res. Engr.
Jan. 1951

MARION COUNTY
PROPOSED PROJECTS

FAS 735 - Hopmere Road-McNary "Y" Section, Approximately 2.8 Miles, \$80,000. This section extends from the junction of FAS 735 with FAS 736 (Hopmere-Brooks Road) one mile west of Hopmere, southerly via Clear Lake to the junction of FAS 735 with FAS 159 approximately one mile north of Keizer.

The proposed project is to widen and resurface the existing 16' pavement with a 22' wide asphaltic concrete pavement with 8' shoulders.

FAS 739 - Four Corners-Geer Station Section, Approximately 4.2 Miles, \$175,000. This section extends from the junction of FAS 739 (State Street) with FAS 679 (Lancaster Road) at Four Corners, easterly to the S.P.R.R. tracks at Geer Station.

The proposed project is to grade, drain, place base material, and pave as required to widen and resurface the existing 16' asphaltic pavement with a 22' wide asphaltic concrete pavement with 8' shoulders. Short sections of this project will be on new alignment to eliminate sharp curves. Marion County has already made a location survey for this project and right-of-way is being acquired. Mr. Anderson, County Engineer, should be contacted to obtain the survey data.

FAS 738 - Pudding River, Beaver Creek, and Pratum Junction Bridges (3), \$60,000. These bridges are located on FAS 738 as follows: Pudding River Bridge over Pudding River approximately two miles northeast of Pratum; Beaver Creek Bridge over Beaver Creek at Kaufman School approximately 0.3 mile east of the Pudding River Bridge; and Pratum Junction Bridge over an unnamed stream immediately east of the road junction approximately 0.8 mile north of Pratum.

The proposed project is to construct reinforced concrete bridges (3) on treated piling, two of which will be approximately 100' long and one approximately 60'. The horizontal clearance of each bridge is to be 26'. The bridges over Pudding River and Beaver Creek (each approximately 100' in length) will be on a new alignment, the grade for which will be constructed by the county. The county will also remove the existing bridges. The Pratum Junction Bridge will also be for the structure only; however, the county engineer will advise at a later date whether removal of the existing bridge and provision for a detour will be included in the FAS project.

FAS 734 - Pudding River Bridge, \$35,000. This bridge is located on the Chemawa-Silverton Road approximately two miles west of the west city boundary of Silverton.

The proposed project is to replace on approximately the same location the existing structure over Pudding River with a new bridge having a horizontal clearance of 26'. The FAS project will be for the structure only, including removal of the existing bridge. The county will perform any required road approach work. The road will be closed during construction.

10/25/56
(56-f)

MARION COUNTY
PROPOSED PROJECTS

FAS 742 - Browning Avenue-Rosedale Section, \$120,000. This section will begin at the intersection of FAS 742 (Liberty Road) with Browning Avenue and extend southerly as far as available funds will permit which is estimated to be approximately three miles.

The proposed project is to widen and resurface the existing 18' bituminous surface with a 22' wide asphaltic concrete pavement with 8' shoulders.

- - - - -

All of the funds programed for the foregoing individual projects are on a tentative basis and may be adjusted between projects when firm cost estimates are available. All road construction is set up for a 22' pavement with 8' shoulders; however, after surveys have been made it may be necessary to modify the shoulder width for short sections where right-of-way costs would be excessive.

Mr. Anderson, Marion County Engineer, should be consulted prior to and during the preliminary engineering work.

10/25/56
(56-r)

I-176(15) North Jefferson Jct.- 1957
S.P.R.R. Overcrossing
Rec. of Pacific Hwy. E.

RECEIVED
JAN 22 1960

FOR FILING

4943

January 22, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Roy L. Housk & Sons on contract #4943 for grading the North Jefferson Jct.-SPRR Overcrossing Section of Pacific Highway in Marion-Linn Counties, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be \$547,809.87, including the post-final payment of \$4,185.00. Of the total, \$17,749.63 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED

FOR FILE

1/25/55

4343

Remo to the file

DEPARTMENT OF HIGHWAYS

FILE

COE

Supplement of claims of
and the amount of claims incurred in
the year ending 1954

On August 17th a meeting was held in the office of the Construction Engineer for the purpose of discussing claims presented by Roy L. Smith & Sons on various contracts with the State Highway Department. Those present were: Roy L. Smith, Sr., and Roy L. Smith, Jr., Charles E. Smith, Sr., and Charles E. Smith, Jr., Construction Engineers, and E. J. Smith, Assistant Construction Engineer, J. H. Walker, Division Engineer, and E. J. Smith, Assistant Division Engineer.

The claims presented and discussed and the decisions regarding the claims were as follows:

North Jefferson Junction-1954-1955 Section
Pacific Highway
Contract No. 5329

The contractor presented claims covering labor and equipment rental in amount of approximately \$4,200.00 for additional clearing and grubbing on Borrow "C". This claim was recognized as just, as the contractor, acting on instructions from the engineer, cleared and grubbed approximately 9.3 acres more than was necessary if the contractor could have proceeded in accordance with his plans. The contractor's plans did not violate any of the specifications of the contract. It was decided to initiate a Price Agreement covering 9.3 acres of clearing and grubbing at \$450.00 per acre.

Belts Road-Lane County Line Section
Pacific Highway
Contract No. 5329

(1) A claim was presented for the construction of an irrigation ditch around the area used for borrow in the State-controlled Glasser borrow. An irrigation ditch crossed the borrow area diagonally. If the ditch had been left in place, there would have been two separate borrow areas divided by a dike which would contain the irrigation ditch. The contractor constructed an alternate ditch around the borrow area and excavated in the area of the old ditch. It was decided that the construction of the new ditch should be paid for under the appropriate item of the contract.

(1) A claim was presented for the cost of the purchase of embankment material and for the change in grade from original contract. The contractor acquired embankment materials sufficient to construct the embankments called for by the plans. Some of this was of poorer quality than that which had been originally planned to be from State-controlled sources, requiring thicker surfacing. To accommodate the thicker surfacing the subgrade was lowered, making a reduction of approximately 11.9 per cent of the planned embankment material. The contractor acquired this material on a royalty based on the cubic yard. All a claim was based upon the acreage used, with a minimum specified in both cases.

The settlement was that the State would pay the royalty on the difference between the planned amount and the amount actually used in the area where the contractor purchased the material on a royalty basis. (b) that the State would pay a proportionate share of the cost of acquiring the land use permits commensurate with the reduction of embankment materials due to grade change. The payment was to be by Price Agreement.

(2) A claim was presented for the salvaging and relaying of a 36-inch culvert which was washed out during the last winter. The total bill for this was around \$1,500.00.

It was decided that the contractor should pay the cost and the State pay for half the cost of salvaging and relaying the culvert. Payment to be made by later work order.

North Albany Junction-Lebanon Road Section
Pacific Highway
Contract No. 5342

(1) The question arose regarding payment as "Special Borrow Excavation" for the Portland Cement concrete pavement which was removed and placed in the fills.

The decision was to pay "Special Borrow Excavation" for this material incorporated in the fills.

(2) An adjustment was wanted for the underrun of the "Special Borrow Excavation". The net quantities shown on the plans were some 44,000 cubic yards whereas only some 28,000 cubic yards were needed. The requested adjustment was based on an alleged unbalancing of bids on different items of the contract.

This claim was denied with the reservation that Mr. Edwards would confer with Mr. Cooper regarding it.

Memo to the Files
December 29, 1949
Page 3

Salem-Browning Avenue
Liberty Road
Contract No. 5499

A claim was discussed regarding additional compensation for the paving of approach roads outside the right of way--the specifications state that the approach roads will be contained within the right of way.

It was acknowledged the contractor should have some additional compensation for this work but it was thought the asked \$0.15 per square foot was too high. It was decided to turn this over to Mr. Juve to arrive at an equitable figure for this work and pay the contractor on a Price Agreement. The final agreed price was \$0.10 per square foot.

R. E. Asburry
Assistant Division Engineer

RDA:AM

cc Mr. Tom Edwards ✓
Mr. S. F. Walters
Mr. D. C. King

RECEIVED
JAN - 5 1960

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 28, 1959

SUBJECT: North Jefferson Jct.-S.P.R.R. Over-
crossing Section
Pacific Highway
Contract No. 4943

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting through regular channels Price Agreement No. 7 covering additional clearing and grubbing required at Borrow Site "C" on the subject named job.

This Price Agreement covers extra clearing which was required with the thought in mind that as much of the pit should be cleared and stripped as was possible during the grading operations to enhance this area for a surfacing job on a subsequent contract should the same be desired as a source of material. The specifications for the subject job did not stipulate this work and the contractor has contended that he should be compensated extra for the extra clearing required. This matter was reviewed at a recent meeting between the contractor and the Construction Engineer and it was decided that the contractor should be compensated the cost of such extra clearing. This was done by taking the contractor's bills and reducing them to a unit amount per acre.

The Price Agreement has been discussed with the Bureau of Public Roads with the thought in mind of securing reimbursement. However, they have indicated that they will not participate. In spite of this, I believe that we have an obligation to the contractor in this matter and recommend that the Price Agreement be approved with the State standing the entire cost.

Forwarded herewith is a copy of Mr. Asburry's excellent analysis of the events leading up to this.

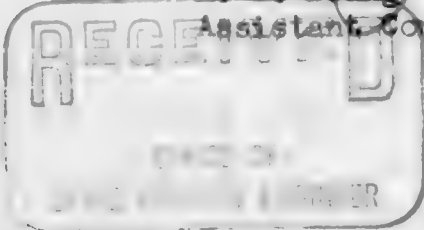
Tom Edwards
Construction Engineer

By

L. H. Young

Assistant Construction Engineer

LHY:fp
Enc.
cc R. L. Porter



NOTED
FORREST COOPER

RECEIVED
OCT 13 1959

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

KENNETH N. FRIDLEY, MEMBER
WASCO

GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FOR FILING



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 12, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Pole Line Permit
M. Jefferson Jct.-SPRR O'Xing Sec.
Pacific Interstate Hwy.
Project No. I-176(15)

Dear Sir:

Attached are four identical copies of a permit we propose to issue to the Pacific Power & Light Company to cover a 69 kv transmission line, crossing the subject named highway at Mile Post 62.98, Station 832+90, at the South Jefferson Junction Interchange.

The proposed crossing is part of a new line being constructed from the Murder Creek substation near Albany to a new substation located near the town of Jefferson. The installation is to be financed by the utility company.

We believe the provisions of the proposed permit are in accordance with the policies governing utilities located on Interstate Highway rights of way; and we, therefore, recommend the permit be granted.

If you find the conditions of the permit to be satisfactory, please return one approved copy for our files.

Very truly yours,

R. B. Sipprell
Director of Permits

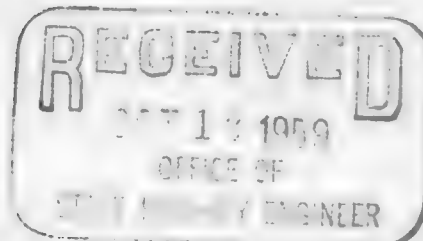
By

Approved by F. E. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dm
Encls.

cc: P. M. Stephenson
Gerald Miner
Howard C. Johnson
Pacific Power & Light Co.



NOTED
P. M. STEPHENSON

RECEIVED
SEP 13 1959

FOR FILING

176(15)
4943

September 16, 1959

Mr. C. O. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
N. Jefferson Jct.- S.P. Overcrossing
Pacific Highway, East
Contract No. 4943, FAP No. I-176(15)

Dear Sir:

The erosion control work on the subject job, authorized in Order for State Force Work dated July 9, 1957, was completed September 11, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Staff Engineer

cc Mr. M. H. Astrup

RECEIVED
AUG 17 1959

FOR FILING

FILED
4943

August 14, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #4943 for grading the North Jefferson Jct.-SPRR Overcrossing Section of Pacific Highway in Marion-Linn Counties was completed by the contractor, Roy L. Houck & Sons, on September 9, 1958, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of \$16,955.72 will be released to the contractor on or after August 24, 1959. The total contract amount is \$543,624.87, of which amount \$17,749.63 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

J-176 (15)
1042 FINAL

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

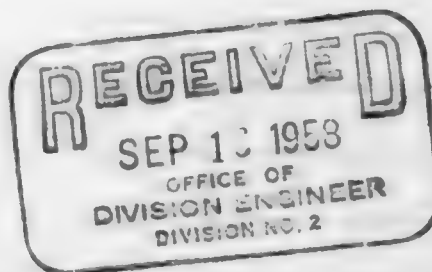
For Week Ending September 13, 19 58

Section North Jeff. Jct. - S.P. OXing Kind of work Grading
 Highway Pacific East County Marion & Linn Section prefix 24-1020
 Contractor Roy L. Houck & Sons Contract number 4943
 Date of contract May 9, 19 57 Specified work days 180
 Date work started May 13, 19 57 Work days used 180
 Project authorization \$ 697,744.58 Per cent of time elapsed 100 %
 Exclusive of engineering \$ 648,127.19
 Estimated cost of completed project, exclusive of engineering \$ 559,030.68
 Estimated per cent ~~over~~ underrun 14 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 9,617.39
 Engineering cost to date \$ 54,606.07 110 % Date project was completed September 9, 1958, ~~78~~

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed.

This is the final weekly report.



NOTED
FORREST COOPER

Noted
M. N. Juvo

CONSTRUCTION DIVISION
RECEIVED
SEP 16 1958

NOTED-

Signed Glenn A. Starkey
Address Rm. 211 Hwy. Lab. Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.
State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.74				
Miles partially completed	5.74				
Miles completed	5.74				
Total estimated quantities (contract)	852,724				
Total quantities corrected to date	764,653				
Estimated quantities moved or placed to date	764,653				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		no work
Monday	Cloudy		
Tuesday	Cloudy		Job c ompleted this day
Wednesday	Showers		
Thursday	Fair		
Friday	Cloudy		
Saturday	Cloudy		

RECEIVED
JUN 27 1958

FOR FILING

4943

June 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering contour grading of median on the North Jefferson Jct.-S.P. Overcrossing Section of the Pacific East Highway in Marion and Linn Counties, Contract No. 4943, in connection with Federal Aid Project No. I-176 (15) I-5-4 (8) 239.

It is necessary to grade the slope of the existing two-lane highway on the median side to conform with the slope of the new two-lane construction. The contour grading will give a smooth, uniform median strip for the desired landscape effect and facilitate maintenance of the median area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:ew
Encl.

RECEIVED
APR 13 1958

FOR FILING

447

April 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering furnishing tractor and operating vibratory compactor on the North Jefferson Junction-S.P.R.R. Overcrossing Section of the Pacific East Highway in Marion and Linn Counties, Contract No. 4243, in connection with Federal Aid Project No. I-176(15).

It is necessary to use special compaction methods at the Santiam River Bridge and other structures on this project. This order covers the rental of a crawler tractor and operator and the maintenance to operate a State furnished vibratory compactor in the areas where the contractor's normal equipment cannot be used.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
NOV 22 1957

FOR FILING

T. M. S.
41F

November 21, 1957

Mr. C. C. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of order for State Force Work No. 285 covering moving Pacific Power and Light Company service pole on the North Jefferson Junction-SWMT Overcrossing Section of the Pacific East Highway in Marion and Lane Counties, Contract No. 1913, in connection with Federal Aid Project No. L-176(15).

It is necessary to move a service pole which was on private property purchased for right of way. The obligation of the state to move the pole is established by letter of the Assistant Counsel, copies of which are attached. Copies of the company's estimate and sketch of the work to be done are also attached.

Your approval of this order under provision of OAH-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
DBP:cr

RECEIVED
NOV 22 1957

FOR FILING

I-176 (15)
4115

November 20, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering extra clearing on the North Jefferson Junction-S.P.R.R. Overcrossing Section of the Pacific East Highway in Marion and Linn Counties, Contract No. 4943, in connection with Federal Aid Project No. I-176(15).

There are several fence rows and brush patches within the right of way lines, but not included in the original clearing areas. These areas will need to be cleared before final work of landscaping, etc., is completed. It is more economical and satisfactory to do the clearing now while the contractor has equipment and men available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

ms2:cr

RECEIVED
AUG 29 1957

FOR FILING

I-176 (15)
441

August 27, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering grading median strip and ditches on the North Jefferson Junction-S.P.R.R. Overcrossing Section of the Pacific East Highway in Marion and Linn Counties, Contract No. 4943, in connection with Federal Aid Project No. I-176(15).

This work is necessary to connect the drainage system of the existing highway to the new construction and provide adequate drainage of the median strip. The contract did not provide for this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUL 21 1957

FOR FILING

2-11-11

4143 08-35

July 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-176(15)
North Jefferson Junction-S.P.
Overcrossing Section, Pacific
Highway East - Order for State
Force Work dated July 9, 1957
Seedling and Mulching - Estimated
Cost - \$10,150.00

Dear Sir:

Reference is made to your letter dated July 16, 1957 concerning the subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and special equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. FOLK
Division Engineer

NOTED
FORREST COOPER

Original to
Mr. Probert

RECEIVED
JUL 22 1957

FOR FILING

FORM E-30X-37,800-2-57-1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 19, 1957

SUBJECT:

To:

Mr. J. D. Walker
Division Engineer
Office

The subcontract between Roy L. Houck & Sons and Johnston & Bryant covering Items 28 to 31, inclusive, on the North Jefferson Junction-S. P. R.R. Overcrossing Contract No. 4943, Oregon I-176(15), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. Q. Polk (2)

NOTED

RECEIVED
JUL 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1957

FOR FILING

July 16, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-236 covering seeding and mulching on the North Jefferson Junction-S.P.R.R. Overcrossing Section of the Pacific East Highway in Marion and Linn Counties, Contract No. 1943, in connection with Federal Aid Project No. 1-176(15).

This work was anticipated and funds included in the Project Authorization. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than can be done by separate contract. It is in the public interest to do this work with State forces.

Equipment rental rates will conform to the established schedule.

Very truly yours,
W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:or

Form PB 2 (Revised 1950)

RECEIVED
1957

FOR FILING

I-176(15)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon

Project No. I-176(15)

4-14-57
PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of July, 19 57
by and between The Oregon State Highway Commission

_____, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 16th day
of November, 19 56, a program, which was approved on
the 26th day of December, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and
Division

Whereas the ~~District~~ Engineer of the Bureau of Public Roads approved said surveys, plans, specifi-
cations, and/or estimates on the 13th day of March, 19 57, and
the sum of six hundred forty four thousand, nine hundred and 00/100

dollars (\$ 644,900.00) as the share of the United States payable under said act on account of said
project which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

- FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;

Chapter 529, Laws 1939.

(Include date and citation of

act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 515+00 and 842+20, north of Albany

length 6.198 miles, in Marion County,
being Oregon project No. I-176(15), consisting of 6.198 miles of
roadway and no bridges, each of more than 20 feet clear span.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of six hundred forty four thousand, nine hundred and 00/100 dollars (\$ 644,900.00), which does not exceed the authorized Federal pro rata share of six hundred ninety eight thousand, eight hundred seventy four and 14/100 dollars (\$ 698,874.14), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

Chapter 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Chas. H. Reynolds

Chairman, State Highway Commission

(Title of officer)

By

W. M. Lee

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

C. H. Polk

Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid
Project No. L-176(15)

NORTH JEFFERSON JUNCTION-SOUTHERN PACIFIC RAILROAD OVERCROSSING SECTION
OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salon, Oregon, May 16, 1957

Type Code P. E.

All Required	Preliminary Engineering	\$ 30,000.00
--------------	-------------------------	--------------

Type Code 0010

Roadway (Sta. 515+00 to Sta. 842+20) (Contract No. 4943)

All Required	Clearing and Grubbing		\$ 45,000.00
3,280 cu. yds.	Drainage Excavation, Unclassified	\$1.50	4,920.00
44 cu. yds.	Structural Excavation, Unclassified	5.00	220.00
20,800 cu. yds.	Special Borrow Excavation, Location "A"		
	Unclassified	0.23	4,784.00
21,600 cu. yds.	Special Borrow Excavation, Location "D"		
	Unclassified	0.23	4,968.00
330,000 cu. yds.	General Excavation, Unclassified	0.23	75,900.00
477,000 cu. yds.	Embankment in Place	0.26	124,020.00
32 hours	Tractor and Dozer	15.00	480.00
3,945,000 yd. sta.	Short Overhaul	0.01	39,450.00
486,000 C-yd. sta.	Long Overhaul	0.335	162,810.00
16,000 cu. yds.	Excavating and Placing Topsoil	0.65	10,400.00
All Required	Finishing Roadbed and Slopes		2,870.00
3,000 lin. ft.	Rounding Cutbanks	0.15	450.00
930 lin. ft.	12-inch Concrete Pipe	2.10	1,953.00
2,760 lin. ft.	18-inch Concrete Pipe	3.25	8,970.00
600 lin. ft.	24-inch Concrete Pipe	4.90	2,940.00
240 lin. ft.	36-inch Concrete Pipe	7.95	1,908.00
350 lin. ft.	48-inch Concrete Pipe	11.85	4,147.50
4,630 lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	9,260.00
850 cu. yds.	Special Backfill in Drains	5.00	4,250.00
700 lin. ft.	18-inch Corrugated Metal Pipe	4.40	3,080.00
100 lin. ft.	72-inch Corrugated Metal Pipe	32.50	3,250.00
240 lin. ft.	29-inch Arch Type Corrugated Metal Pipe	7.00	1,680.00
6 only	18-inch Metal End Sections	30.90	185.40
40 only	24-inch Metal End Sections	62.00	2,480.00
10 only	30-inch Metal End Sections	85.00	850.00
4 only	29-inch Arch Type Metal End Sections	40.00	160.00
290 cu. yds.	Class "A" Concrete in Box Culverts	54.00	15,660.00
116 cu. yds.	Class "A" Concrete in Equipment Pass	54.00	6,264.00
41,600 lbs.	Metal Reinforcement in Box Culverts	0.125	5,200.00
22,300 lbs.	Metal Reinforcement in Equipment Pass	0.125	2,787.50
4,960 rods	Type 2 Fence	4.50	22,320.00
4 only	14'x48" Metal Gate	75.00	300.00
13,000 cu. yds.	Coarse Crushed Material in Base	2.00	26,000.00
1,750 cu. yds.	3/4" - 0 Material in Base	2.00	3,500.00
550 H-gals.	Sprinkling	3.00	1,650.00
			<u>\$605,067.40</u>

All Required	Flagging (57 1/2% of Contractor's Cost)	<u>\$ 3,000.00</u>
	Subtotal	\$608,067.10
	10% Engr. & Cont.	<u>60,806.71</u>
	Total	<u>\$668,874.11</u>

Length of Roadway	5.755 Miles
Length of 16 Structures (L-25 Line)	0.443 Mile (Exceptions)
Total Length	6.198 Miles
Cost of Roadway Per Mile	\$116,224.87

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 30,000.00	\$ 27,000.00	\$ 3,000.00
Roadway	<u>668,874.11</u>	<u>617,900.00</u>	<u>50,974.11</u>
	<u>\$698,874.11</u>	<u>\$644,900.00</u>	<u>\$53,974.11</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
 Chap. 529, Laws 1939.
 State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-176(15)

NORTH JEFFERSON JUNCTION-SOUTHERN PACIFIC RR
OVERCROSSING SECTION OF THE CLATSOP HIGHWAY IN
MARION AND LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon March 27, 1957

Type Code F. E.

All Required	Preliminary Engineering	\$30,000.00
--------------	-------------------------	-------------

Type Code 0010

Roadway (Sta. 515+00 to Sta. 342+20)

All Required	Clearing and Grubbing		10,000.00
3,200 cu.yds.	Drainage Excavation, Unclassified	\$ 3.00	9,600.00
44 cu.yds.	Structural Excavation, Unclassified	5.00	220.00
20,800 cu.yds.	Special Borrow Excavation, Location "A", Unclassified	.30	6,240.00
21,600 cu.yds.	Special Borrow Excavation, Location "D", Unclassified	.35	7,560.00
330,000 cu.yds.	General Excavation, Unclassified	.28	92,400.00
477,000 cu.yds.	Embankment in Place	.35	166,950.00
32 hours	Tractor and Dozer	16.00	512.00
3,945,000 yd. sta.	Short Overhaul	.01	39,450.00
486,000 C-Y-sta.	Long Overhaul	.40	194,400.00
16,000 cu.yds.	Excavating and Placing Topsoil	1.35	21,600.00
All Required	Finishing Roadbed and Slopes		10,000.00
3,000 lin.ft.	Rounding Cuthanks	.20	600.00
930 lin.ft.	12-inch Concrete Pipe	2.00	1,860.00
2,760 lin.ft.	18-inch Concrete Pipe	3.50	9,660.00
600 lin.ft.	24-inch Concrete Pipe	5.50	3,300.00
240 lin.ft.	36-inch Concrete Pipe	10.00	2,400.00
350 lin.ft.	48-inch Concrete Pipe	13.50	4,725.00
4,630 lin.ft.	8-inch Perforated Metal Drain Pipe	2.50	11,575.00
850 cu.yds.	Special Backfill in Drains	6.00	5,100.00
700 lin.ft.	18-inch Corrugated Metal Pipe	5.00	3,500.00
100 lin.ft.	72-inch Corrugated Metal Pipe	35.00	3,500.00
240 lin.ft.	29-inch Arch Type Corrugated Metal Pipe	9.00	2,160.00
6 only	18-inch Metal End Sections	50.00	300.00
40 only	24-inch Metal End Sections	60.00	2,400.00
10 only	30-inch Metal End Sections	70.00	700.00
4 only	29-inch Arch Type Metal End Sections	60.00	240.00
290 cu.yds.	Class "A" Concrete in Box Culverts	50.00	14,500.00
116 cu.yds.	Class "A" Concrete in Equipment Pass	50.00	5,800.00
41,600 lbs.	Metal Reinforcement in Box Culverts	.15	6,240.00
2,300 lbs.	Metal Reinforcement in Equipment Pass	.15	3,450.00
4,960 Rods	Type 2 Fence	4.50	22,320.00
4 only	14' x 48" Metal Gate	75.00	300.00
13,000 cu.yds.	Coarse Crushed Material in Base	2.20	28,600.00

1,750 cu.yds.	3/4" - 0 Material in Base	\$ 2.45	\$ 4,287.50
550 H-gals.	Sprinkling	3.00	<u>1,650.00</u>
			\$ 698,234.50
All Required	Flagging (57 1/2% of Contractors Cost)		<u>3,000.00</u>
	Subtotal	\$ 701,234.50	
	10% Engr. & Cont.	<u>70,123.45</u>	
	Total	\$ 771,357.95	

Length of Roadway.....5.755 miles
 Length of 16 Structures (L-2S Line).....0.443 mile (Exceptions)
 Total Length.....6.198 miles
 Cost of Roadway per mile.....\$134,032.65

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$30,000.00	\$27,000.00	\$ 3,000.00
Roadway	<u>771,357.95</u>	<u>712,000.00</u>	<u>59,357.95</u>
	\$801,357.95	\$739,000.00	\$62,357.95

RECEIVED
JUN 19 1957

FOR FILING

47-12

June 17, 1957

Ray L. Houck & Sons
1585 North 20th Street
Salem, Oregon

Gentlemen:

Reply is made to your letter of June 6 concerning extra cost which you may or may not experience in the excavation from borrow pits "B" and "C" on the North Jefferson Junction-Southern Pacific Railroad Overcrossing Section.

This operation has been examined this date by Deputy Highway Engineer Forrest Cooper and Construction Engineer Tom Edwards. As a result of their examination of the bore and report to me, I wish to advise you that you may proceed with the excavation and construction of embankments in a manner most economical and most suited to your operation. We shall, however, require that the top 16 inches of the embankments be made of the best and cleanest material available as shown on the plans and set forth on Page 8 of the Special Provisions as follows:

"Provide the selection of the more gravelly materials for use as selected subgrade material."

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker
Mr. Glenn Starkey

(Const) hi

ROY L. HOUCK and SONS
HEAVY CONSTRUCTION CONTRACTING

1585 North 20th Street Salem, Oregon Tel. EMpire 3-7745

June 6, 1957

Mr. W. C. Williams
State Highway Engineer
of the State of Oregon,
State Highway Department,
State Highway Building,
Salem, Oregon

Dear Mr. Williams:

SUBJECT: Contract No. 4943, North Jefferson Junction-
Southern Pacific R.R. Overcrossing, Marion and Linn
Counties, Pacific Highway.

This is to notify you that a situation has arisen which, in our opinion, entitles us, or will entitle us, to compensation additional to that which we would receive at the prices and on the basis of payment specifically set forth in the above-entitled contract, and it is our intention to make claim for the additional compensation.

The situation is indicated in part in the letter addressed to us on May 14, 1957, by Mr. Glenn A. Starkey, Resident Engineer. The instructions contained in the above-mentioned letter of May 14, 1957, will cause us to do a substantial amount of extra clearing and will require a substantial increase in the yardage necessary for the embankments, due to the high shrinkage factor of the silty material, as compared to the shrinkage factor of the more gravelly material. This difference of shrinkage factor will also increase the cost of hauling the materials required for embankment areas.

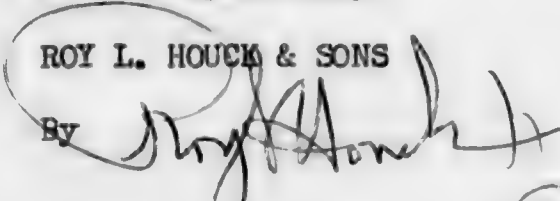
In addition, the various instructions received by us from the State Highway Department since the Contract was executed will necessitate a different type of excavation procedure, which will result in increase of excavation costs over and above the amount contemplated by the contract.

Furthermore, we will suffer interest and depreciation losses on our equipment and other fixed cost losses, because the nature of the silty material is such that adverse weather conditions will interrupt our operations, whereas, our operations in gravelly material would not be affected by weather conditions.

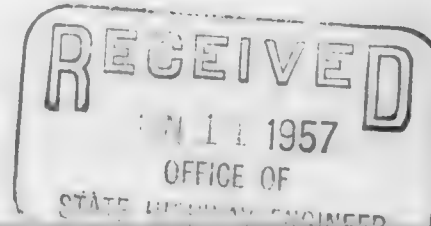
In the circumstances, we will, of course, follow the above-mentioned instructions in prosecuting the work under the contract.

Yours respectfully,

ROY L. HOUCK & SONS

By 

cc: J. Walker
cc: Glenn Starkey
cc: Tom Edwards



RECEIVED
JUN 7 1957

FOR FILING

ROY L. HOUCK & SONS
1585 North 20th Street
Salem, Oregon

June 14, 1957

STATEMENT:

Oregon State Highway Department
Glen Starkey, Res. Engineer
Room 211 Lab. Bldg.
Salem, Oregon

N. Jefferson Jct. - SPRR O'Crossing
Contract # 4943

Extra clearing in borrow area to conform with Army Engineers
restrictions on Oregon State Highway Department operations
in Santiam River.

HD 21 and Dozer

June 7 - 12 hrs.
June 8 - 12 hrs.
June 10 - 10 hrs.

34 hrs. @ \$ 20.80 \$ 707.20

Plus 15% on equipment 106.08

\$ 813.28

cc: W. C. Williams ✓
cc: Tom Edwards
cc: J. D. Walker
cc: field office



RECEIVED
JUN 11 1957

FOR FILING

T-174(5) FORM E-20X-27,800-2-57-1477
474

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 12th, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

I am in receipt of a copy of a letter from Roy L. Houck & Sons concerning a possible claim due to use of silty materials in preference to gravel materials from the borrow pits in the Santiam to be used in construction of fills on the North Jefferson-S.P. Overcrossing Section of the Pacific Freeway. The specifications clearly set forth that the contractor shall use for the fill materials such selected portions of the pits as will in the opinion of the engineer provide for the saving of the gravel materials for the selected roadbed topping. I can, therefore, see no basis for claim.

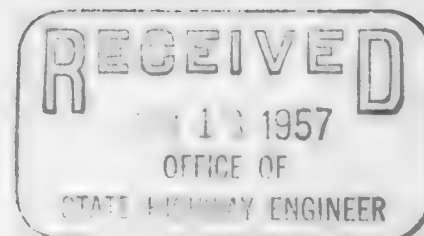
I wish to caution you that in this particular instance the material specified and the methods designated in its selection and placing in the contract shall be followed explicitly.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper ✓

NOTED
FORREST COOPER



RECEIVED
JUN 6 1957

FOR FILING

I-176(15)
4943

June 5, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of
Order for Extra Work No. 1 covering the State's share of flagging costs
on the North Jefferson Junction-S.P.R.R. Overcrossing Section of the
Pacific East Highway in Marion and Linn Counties, Contract No. 1943,
in connection with Federal Aid Project No. I-176(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUN 6 1957

FOR FILING

T-16-5)
4943

June 5, 1957

Mr. C. G. Palk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of
Order for Extra Work No. 1 covering the State's share of flagging costs
on the North Jefferson Junction-S.P.R.R. Overcrossing Section of the
Pacific East Highway in Marion and Linn Counties, Contract No. 4943,
in connection with Federal Aid Project No. I-176(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUN 4 1957

FOR FILING

FORM E-30X-97,500-2-57-477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 31, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Office

The subcontract between Roy L. Houck and Sons and Robinson and Robinson covering Items 32 and 33, on the North Jefferson Jct.-S. P. Overcrossing Contract No. 4943, Oregon I-176 (15) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
JUN 3 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAY 29 1957

FOR FILING

I-172-2
4-1-1

May 29, 1957

Ray L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4943, which was awarded to you on May 9, 1957 by the State Highway Commission, for grading on the N. Jefferson Jct.-S.P.R.R. Overcrossing Section of the Pacific Highway in Marion and Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Encl.

RECEIVED
MAY 27 1957

FOR FILING

FORM 8-305-27,500-2-57-1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 24, 1957

SUBJECT: North Jefferson Jct.-S.P.R.R. O'Xing
Pacific Highway
Contract No. 4943

To: Mr. J. D. Walker
Division Engineer
Office

Herewith a copy of a letter from Mr. Cooper in which he requests strict observance of requirements by the Fish or Game Commission in the removal of gravels from Santiam River bars.

You will recall that we had a discussion about this the other day regarding the objection to muddying of this stream. Please instruct your resident engineer to exercise all due care in carrying out the intent of Mr. Cooper's letter.

Tom Edwards
Construction Engineer

By *L. H. Young*
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
MAY 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1957

FOR FILING

1125)
4943

May 9, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the N. Jefferson Jet.-S.P.R.R. Overcrossing Section of the Pacific Highway in Marion and Linn Counties, Project I-176(15), to Roy L. Housk & Sons of Salem, Oregon, on the basis of the bid of \$405,067.40 submitted on March 29, 1957.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
MAY 14 1957

FOR FILING

OREGON DISTRICT

4943

08-35

Mr. Prober K

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 9, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-176(15), North Jefferson Jct. - S.P.R.R. Overcrossing Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 4943 to Roy L. Houck & Sons of Salem, Oregon, low bidder in the amount of \$605,067.40 at the March 29, 1957 bid opening.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

W. C. Williams
NOTED
FORREST COOPER

RECEIVED
MAY 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
 COOS BAY
FOR FILING
CHAS. H. FROLOM, MEMBER
 LA GRANDE
M. K. MC IVER, MEMBER
 PORTLAND
H. B. SLAISYER
 SECRETARY



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 25, 1957

W. C. WILLIAMS
 STATE HIGHWAY ENGINEER
FORREST COOPER
 DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
 CHIEF COUNSEL

Lincoln County Court
 Courthouse
 Medford, Oregon

Gentlemen:

In accordance with previous commitments, our construction division has prepared a design and estimate of cost for raising the grade line of a short section of the county road extending between River and Cameron Roads easterly of the Pacific Highway. The estimated total cost is \$1,117.

As this work is not particularly suited for performance by the contract method it is requested that the County do the work with county forces and bill the State Highway Department for the total cost. The Highway Department would, upon being billed, reimburse the County for all costs up to a limit of \$1,117.

If this arrangement is satisfactory please indicate approval by signing this letter in the space provided, and returning three signed copies.

Very truly yours,

W. C. Williams
 State Highway Engineer

R. W. BRESSETT, CLERK
 DEPUTY

By: G. S. Paxson
 Assistant State Highway Engineer

Lincoln County Court

Date April 25 1957

Judge E. G. Arnold

W. E. Downing

Commissioner

Floyd D. Jenks

Commissioner

CLERK'S CERTIFICATE

STATE OF OREGON, }
County of Linn. } ss.

I, R. M. Russell, County Clerk of Linn County, Oregon, and Ex-Officio Clerk of the County
Court of the State of Oregon, for Linn County, do hereby certify that the foregoing and attached copy of
Agreement

has been by me compared with the original Agreement with highway department

now on file and of record in my office and that it is a true, full and correct copy and transcript therefrom
and of the whole thereof of such original Agreement

In testimony whereof, I have hereunto set my hand and affixed the seal of said County
Court this 25th day of April, 1957.

R. M. Russell, Clerk

By Laverne Lee Strait, Deputy

FILING

Salem, Oregon
April 17, 1957

N. Jefferson Junction-S. P. Over-
crossing Section, Pac. Ry. East

Mr. C. G. Svenson
County and City Relations Engineer

I am attaching hereto an estimate of cost of raising
the county frontage road beyond Connors Road and Devan Road south
of the Santiam River in Linn County.

You will note that our estimate of cost is \$1,115. Please
negotiate with the County for them to do this work and bill us for
the cost, with a top limit of the above amount.

I am asking Mr. Edwards to set this expenditure up as a
part of the project authorization and cover it by a state force
order so that we may reimburse the County.

G. B. Fosson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 12, 1957

SUBJECT: North Jefferson Junction-S.P. Over-
crossing Section
Pacific Highway East

To: Mr. Tom Edwards
Construction Engineer
Office

The County Court of Linn County has requested that in conjunction with the construction of the county frontage road on the North Jefferson Junction-S.P. Overcrossing Section that an overflow section of quarry rock and gravel fill be constructed across the overflow channel easterly from Station 755.

The County has indicated their willingness to do this work and I believe that the best solution of this problem would be to get them to do the work instead of having it done by our contractor. I am therefore handing you an estimate of what we believe would be the cost of the County's making this change, together with a section denoting the treatment recommended.

J. D. Walker
Division Engineer

JDW:AM

CONSTRUCTION DIVISION
RECEIVED
APR 15 1957

NOTED--☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

NOTED
G. S. PAXSON

ESTIMATE FOR PARTIAL FILLING OF DIP
IN EXISTING COUNTY ROAD EASTERLY FROM STATION 755
NORTH JEFFERSON JUNCTION-S.P. OVERCROSSING SECTION

Excavation (Gravel)	250 Cu. Yds.	\$	\$125.00
Quarry-run Rock (7-mile haul)	180 " "	3.00	540.00
3/4" - 0 Leveling Course	66 " "	3.00	<u>200.00</u>
			\$865.00
<u>0-9 Oil Mat</u>			
Aggregate in Oil Mat	26 Cu. Yds.	4.00	\$100.00
Asphalt in Oil Mat	3 Tons	50.00	<u>150.00</u>
			\$250.00

RECEIVED
APR 11 1957

FOR FILING

FORM 830-80M-8-55-86854

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 11th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

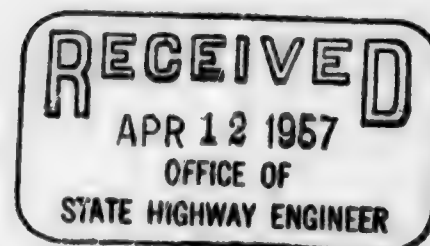
I am in receipt of the attached from Mr. Paxson concerning raising the grade on a county road between Conners Road and Devers Road in connection with the throughway agreement with Linn County on the S.P. Overcrossing-South Santiam Section of the Pacific Freeway.

Mr. Walker has looked at this in the field and is violently opposed to such construction. It will wash out at the first high water and will cause ponding at other times. The Bureau flatly rejected any cooperation in raising this road in the first instance and as a result thereof, we designed the on-off connections at Devers Road.

Since it is evident this would have to be done entirely with State money, I would recommend that Linn County be given the necessary payment and have them do the work.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.



NOTED
FORREST COOPER

RECEIVED
MAR 20 1957

FOR FILING

Salem, Oregon
March 28, 1957

Throughway agreements
with Linn County on
Interstate Highway

Mr. Tom Edwards
Construction Engineer

The Linn County Court has executed the throughway agreements for the Interstate Highway from the Santiam River to the Santiam Interchange. In executing this agreement, however, they requested that the State raise the grade of the county road between the Devers County Road and the Conners County Road at the point where it now stays flooded for quite a period of time. I understand that this is only a section about 200 feet long and that it will only have to be raised about 2 feet maximum. It is not intended that this be out of water at all stages of the river but that it be high enough so that dead water would not be over the embankment at long periods of time.

We have told them that this would be taken care of during our construction.

G. S. Paxon
Assistant State Highway Engineer

057:gs

cc Mr. W. C. Williams

RECEIVED
MAR 23 1957

FOR FILING

March 27, 1957

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

Raising the county road grade in the overflow channel in the vicinity of Devers Road will be performed as per your verbal request. It is planned to raise the grade in the channel approximately two feet and place an oil mat or paving thereon. This work will probably be done by either state forces or by our grading contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

CGS:mm

cc: C. G. Swenson

RECEIVED

APR 30 1957

FOR FILING

I-176 (15)

4943

Salem, Oregon
April 3, 1957

Agenda Item 6-5n

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. Robert H. Prange
Office Engr.

MISC. CONTRACTS and
AGREEMENTS No. 1234

Attached hereto is a conformed copy of a throughway agreement with Linn County covering the North Jefferson Junction-S.P.R.R. Overcrossing Section of the Pacific Highway in Linn County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Linn County.

Secretary

rn
Attach: 1

REFERRED TO
BY SECRETARY

RECEIVED
APR 27 1957

FOR FILING
I-116
4742

Salem, Oregon
April 3, 1957

Agenda Item 6-5n

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. Robert H. Prange
Office Engr.

MISC. CONTRACTS and
AGREEMENTS No. 1835

Attached hereto is a conformed copy of a throughway agreement with Marion County covering the North Jefferson-Junction-Santiam River Unit of the North Jefferson Junction-S.P.R.R. Overcrossing Section of the Pacific Highway in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Secretary

rn
Attach: 1

REFERRED TO
BY SECRETARY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 26, 1957

AGENDA

MAR 28 1957

6-5m

SUBJECT: Assignment No. 169

To: Mr. G. S. Paxson
OFFICE

Attached are three copies each of two throughway agreements covering the North Jefferson Junction-S.P.R.R. Overcrossing Unit, North Jefferson Junction-Albany Section of the Pacific Highway, in Marion and Linn Counties.

Two copies of each agreement have been signed by Linn and Marion County Courts and, after having received your signature of approval, may be presented to the Highway Commission.

This completes Assignment No. 169.

Robert H. Prange

Robert H. Prange
Office Engr., County & City Relations

RHP:mm
Att.

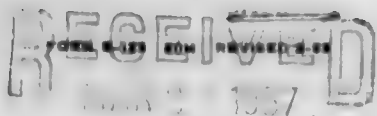
(A) *sup 2 copies of 2 agreements*
APPROVED
[Signature]
ASST. STATE HIGHWAY ENGINEER
March 26-1957

MAP

M

1 copy of each agreement in Safeway

agenda 3/28



COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

March 19, 1957

The Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland, Oregon

Re: Pacific Telephone and Telegraph Company
Telephone Line Adjustment
N. Jefferson Jct.-S.P.R.R. O'Xing
Pacific Highway East
Marion and Linn Counties

Gentlemen:

Bids on the above titled project will be received on March 29, 1957 and it appears that in connection therewith it will be necessary to adjust certain of your facilities which have been given to me by the office of the Construction Engineer as follows:

A line crossing the freeway at Station 563+50, 4 poles must be moved. All the poles are presently located on county right of way.

Two corner poles along the county road at the north-westerly connection of the Talbot Road interchange must be moved; both are on county right of way.

An underground cable crossing the freeway at Station 660+00 must be extended. This is on State right of way by Permit No. 2034, dated October 6, 1945.

An aerial cable must be raised at the southwesterly connection of the Talbot interchange. This involves the replacing of two poles with taller poles, and are presently located on county right of way near Station 6235.

A telephone line along the west side of the freeway must be moved westerly, involving the moving of 5 poles between Stations 660 and 675. These poles are on State right of way by Permit No. 2834 dated June 15, 1948.

A single pole must be moved for the connection of the county road relocation ("R" Line) on the northeasterly leg of the South Jefferson Junction interchange. This pole is located on State right of way by Permit No. 2818 dated June 9, 1948.

NOTED
FORREST COOPER

The Pacific Telephone and Telegraph Company -2-

March 19, 1957

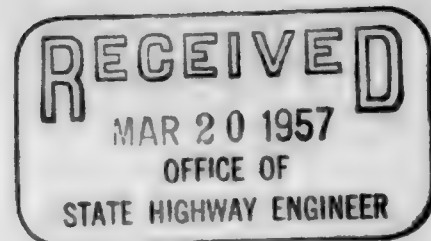
In view of the fact that all of your facilities appear to be located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible. Further details may be secured from Mr. G. A. Starkey, Resident Engineer on the project, with headquarters in Salem.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:ml

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. G. A. Starkey



RECEIVED
MAR 15 1957

FOR FILING

OREGON DISTRICT

4743

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-176(15), N. Jefferson Junction-S.P.R.R. Overcrossing Section of the Pacific Highway. This is to authorize your advertising for bids.

Approval is given with the understanding that any deviations from the standards described in PPM 20-1; as revealed by our further review will be corrected.

Concurrence in award of contract will be withheld pending notification that all rights-of-way and rights-of-entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By

E. H. Cowan

E. H. COWAN
Principal Highway Engineer

RECEIVED
MAR 12 1957

FOR FILING

Salem, Oregon
March 4, 1957

North Jefferson Jct.-SP O'King
Sta. 515,000 to Sta. 842,20

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add \$10,150 to the authoriza-
tion for the subject job for 65 acres of seeding and
17 acres of mulching to control erosion. It is antici-
pated that the work will be accomplished by State Forces
under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. H. Astrup

Blm

S-227(6)

S. Unit, Newberg-Oearln

1957

#4944

Corner Sec. of Hillsboro--
Silverton Hwy.

RECEIVED
JAN 1 - 1959

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 7, 1959

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

(VOUCHER NO.)

12 Final
(WARRANT NO.)

John Havlik, Jr.
(AMOUNT)

(DATE)

30784

H232739

\$ 4,233.63

1-7-59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 160 workdays from May 20, 1957

Time Extensions: None
Completion Date: Sept. 11, 1958
Date Accepted: Oct. 23, 1958
Penalties: None of record
Claims: None of record
Remarks:

Date: Jan. 7, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

JAN 7 1959
gc

NOTED ON CARD
GC

RECEIVED
NOV 13 1958

FOR FILING

1337-10

Nov. 12, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4944, for grading on the S. Unit, Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties was completed by the contractor, John Havlik, Jr., on Sept. 11, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of \$4,233.63 will be released to the contractor on or after November 22, 1958. The total contract amount is \$144,353.09, of which amount \$3,056.91 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

Em

RECEIVED
OCT 17 1958

FOR FILING

1-257 (4)

4944

Oct. 16, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to John Havlik, Jr., in connection with Contract No. 4944, for grading on the S. Unit, Newberg-Gearin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties.

This payment, in the amount of \$8,430.27, will be released to the contractor on or after October 27, 1958. The retained percentage is \$4,333.59.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Jewett, Barton, Leavy and Kern,
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

6211

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 12, 1958

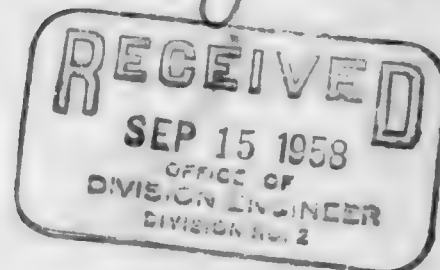
Section South Unit Newberry-Cearin Corner Kind of work Grading
 Highway Hillsboro-Silverton County Marion & Yamhill Section prefix 124-1022
 Contractor John Havlik Jr. Contract number 4944
 Date of contract May 10, 1957 Specified work days 160
 Date work started May 16, 1957 Work days used 119
 Project authorization \$ 178,779.94 Per cent of time elapsed 75 %
 Exclusive of engineering \$ 16,061.70
 Estimated cost of completed project, exclusive of engineering \$ 149,472.46
 Estimated per cent overrun or underrun - 9 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 12,713.24
 Engineering cost to date \$ 13,500, 106 % Date project was completed Sept. 11, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed cleanup Thursday of this week.

CONSTRUCTION DIVISION
RECEIVED
 SEP 15 1958

NOTED- ☒ ☒ ☒ ☒ ☒
 CE ACE ACE SOE



NOTED

Noted
 M. N. Juve

NOTED
 C. E. PAULSEN

Signed Ross M. Harris

Address Box 411, Mc Minnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.04				
Miles partially completed					
Miles completed	1.04				
Total estimated quantities (contract)	341,000				
Total quantities corrected to date	308,645.5				
Estimated quantities moved or placed to date	308,645.5				
Average daily quantities	0				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men	2
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels _____, Power graders ¹_____, Rollers _____, Mixers _____, Crushing or screening plants _____
Compressors _____, Bulldozers ¹_____, Compaction rollers _____, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy		
Tuesday	cloudy		
Wednesday	cloudy		
Thursday	cloudy		
Friday			
Saturday			

Monthly Transaction No. 9-93		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project Report No. FOR FILING 38-227(6)		County Yamhill and Marion Project No. 8-227(6)	
The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.			
Project termini 2 miles south of junction with FA 9 south (S. Unit, Newberg-Gearin Corner), FA 102.			
Project classification or class of work		Effective date of authorization	Approximate length
Highway planning			
Preliminary engineering			
Rights-of-Way			
Construction		4/3/57	1.1
Other (Specify)			
FUNDS			
Estimated total cost of project \$ 172,057.05		Federal funds \$ 106,500.00	
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.			
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department)		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
By <u>Charles Rignolds</u> Chairman, State Highway Commission (title)		By <u>C. H. Folk</u> Division Engineer	
By <u>Mr. M. L. San</u> Member, State Highway Commission (title)		Date executed by Division Engineer <u>September 23, 1957</u>	
By <u>Mr. H. W. ...</u> Member, State Highway Commission (title)		RECOMMENDED FOR APPROVAL: <u>[Signature]</u> STATE HIGHWAY ENGINEER	
SECRETARY		USComm-DC 11169	

AGREEMENT PROVISIONS

1. **RESPONSIBILITY FOR WORK** (all projects except those under an approved 1954 Secondary Road Plan). The State, through its Highway Department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.
2. **HIGHWAY PLANNING PROJECT.** The State Highway Department will conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads; also to publish the results of such investigations and research in a form and arrangement satisfactory to the Bureau of Public Roads.
3. **PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by June 30, 19 ____, the State Highway Department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the Highway Department under the terms of this agreement.
4. **INTERSTATE SYSTEM PROJECT.** (a) The State Highway Department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State Highway Department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.
5. **PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT.** (a) This project, authorized pursuant to Section 108 (h) of the Federal-Aid Highway Act of 1956, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State Highway Department, and approval thereof by the Secretary of Commerce, any Interstate funds apportioned to the State under Section 108 of said Act subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.
6. **1954 SECONDARY ROAD PLAN PROJECT.** The State Highway Department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its 1954 Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.
7. **BOND ISSUE PROJECT.** (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by Section 5 of the Federal-Aid Highway Act of 1950, for retiring maturities of the principal indebtedness of the bonds referred to below. As such bonds mature and the State requests Federal reimbursement pursuant hereto to aid in meeting such maturities and certifies that such bonds have been retired, payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the Highway Department for this project are the proceeds of bonds issued by the governmental unit indicated in paragraph 8, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

8. OTHER

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-227(6)

SOUTH UNIT, N. 105-00 to Sta. 179-00
OF THE WILLAMETTE RAILROAD HIGHWAY
IN MARION AND YAMHILL COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salmon, Oregon, May 16, 1957

Type Code 0250

Roadway (Sta. 105-00 to Sta. 179-00) (Contract No. 4944)

All Required	Clearing and Grubbing	\$	\$ 5,000.00
1,250 cu. yds.	Drainage Excavation, Unclassified	2.00	2,500.00
136,000 cu. yds.	Special Borrow Excavation, Unclassified	0.24	32,640.00
205,000 cu. yds.	General Excavation, Unclassified	0.24	49,200.00
724,400 yd. sta.	Short Overhaul	0.0075	5,883.00
9,500 C-yd. sta.	Long Overhaul	0.40	3,800.00
136,000 yd. mi.	Truck Haul	0.17	23,120.00
1.04 miles	Finishing Roadbed and Slopes	500.00	520.00
5,000 lin. ft.	Rounding Cuthanks	0.15	750.00
120 lin. ft.	48-inch Corrugated Metal Pipe	19.00	2,280.00
3,000 lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	6,000.00
220 lin. ft.	12-inch Concrete Pipe	2.25	495.00
120 lin. ft.	18-inch Concrete Pipe	3.50	420.00
880 cu. yds.	Special Backfill in Drains	5.50	4,840.00
770 lin. ft.	Metal Guard Rail	3.00	2,310.00
1,100 cu. yds.	Coarse Material in Base	3.75	4,125.00
230 cu. yds.	3/4" - 0 Material in Base	3.75	862.50
90 M-gals.	Sprinkling	3.00	150.00
4,300 cu. yds.	Loose Riprap	2.40	10,320.00
			<u>\$155,215.50</u>
All Required	Flagging (57 1/2% of Contractor's Cost)		<u>1,200.00</u>
	Subtotal		\$156,415.50
	10% Engr. & Cont.		15,641.55
	Total		<u>\$172,057.05</u>

Length of Roadway 1.044 Mile
Length of 4 Structures 0.358 Mile (Exceptions)
Total Length 1.402 Miles
Cost of Roadway Per Mile \$164,805.60

Federal Funds..... \$106,500.00
State Funds..... 65,557.05
\$172,057.05

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUL 18 1957

FOR FILING

July 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-238 covering seeding and mulching on the Hauberg-Goslin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties, Contract No. 4944, in connection with Federal Aid Project No. S-227(6).

This work is necessary to prevent erosion on cut and fill slopes. The Contractor is not equipped to do the work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Equipment rental rates will conform to the established schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
MAY 29 1957

FOR FILING

4741

May 29, 1957

Mr. John Havlik, Jr.
Scappoose
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4944, which was awarded to you on May 10, 1957 by the State Highway Commission, for grading on the S. Unit, Newberg-Osarin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

Encl.

FORM E-123X 12/1/54 10-55
RECEIVED
APR 12 1957
COMMISSIONERS

BEN E. CHANDLER, CHAIRMAN
FOR FILING

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 11, 1957

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustments
S. Unit, Newberg-Garin Corner
Hillsboro-Silverton Highway
Marion and Yamhill Counties

Gentlemen:

Bids on the above titled project will be received on April 19, 1957 and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of poles at the following locations:

<u>Pole Number</u>	<u>Station</u>	<u>Distance and Direction</u> <u>From Centerline</u>
C32-28-347	106+30	30' Left (Easterly)
C32-28-348	109+48	40' Left (Easterly)
C32-28-349	112+65	52' Left (Easterly)
C32-28-350	115+90	63' Left (Easterly)
C32-28-1745	115+90	45' Left (Easterly)
C42- 4-4	179+00	18' Right (Westerly)
C42- 4-5	181+65	28' Right (Westerly)
C42- 4-6	185+20	28' Right (Westerly)

The poles between Stations 106 and 116 are located on existing county road right of way. The poles between Stations 178 and 186 are on existing state highway right of way by Permit No. 3731, dated September 24, 1951. In view of the fact that all of the poles are located on public highway right of way, it will be your obligation to make the necessary adjustments without compensation. It is requested that you proceed with the work as soon as reasonably may be possible.

Further details may be secured from Mr. Floyd Lacey, Resident Engineer on the project, whose address is P. O. Box 30, Salem, Oregon.

Very truly yours,

JWD:RUE

cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. Floyd Lacey
Mr. P. W. Farrar

J. W. DeSOUZA
Assistant Counsel



FORM E-123X 37 1/2 M 10-56
RECEIVED
APR 11 1957

BEN R. CHANDLER, CHAIRMAN
COMMISSIONERS
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 11, 1957

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
S. Unit, Newberg-Corin Corner
Hillsboro-Silverton Highway
Yamhill County

Gentlemen:

Bids on the above titled project will be received on April 19, 1957 and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction.

This adjustment involves the moving of five poles lying on the westerly side of the existing county road between Stations 105 and 114. In view of the fact that the poles are now located on public highway right of way, it will be your obligation to make the adjustment without compensation. It is requested that you proceed with the necessary adjustments as promptly as may be possible.

Further details may be secured from Mr. Floyd Lacey, Resident Engineer on the project, whose address is P. O. Box 30, Salem, Oregon.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. Floyd Lacey
Mr. F. W. Farrar

NOTED

RECEIVED
APR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

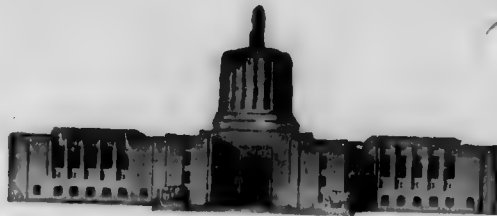
RECEIVED
APR 12 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

J-227(6)



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 11, 1957

St. Paul Cooperative Telephone Association
Box 42
St. Paul, Oregon

Re: St. Paul Cooperative Telephone
Association
Telephone Line Adjustment
S. Unit, Newberg-Corin Corner
Hillsboro-Silverton Highway
Marion County

Gentlemen:

Bids on the above titled project will be received on April 19, 1957 and it appears that certain of your facilities, involving the moving of poles, must be adjusted in order to accommodate the highway construction.

This adjustment involves the moving of five poles on the easterly side of the existing highway between Stations 179 and 186. In view of the fact that these poles are located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as may be possible.

Further details may be secured from Mr. Floyd Lacey, Resident Engineer on the project, whose address is P. O. Box 30, Salem, Oregon.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RM

cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. Floyd Lacey
Mr. F. W. Farrar

RECEIVED

APR 11 1957

OFFICE OF
STATE HIGHWAY ENGINEER

#1945

1-8313

Baker-Oxman Rock Prod. Proj. 1957
on the Old Oregon Trail

RECEIVED
OCT 22 1957
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 23, 1957

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

<u>1985</u>
(VOUCHER NO.)

3 Final
(WARRANT NO.)

C. R. Ieseberg
(AMOUNT) (DATE)

2235

W194360

\$711.88 10-23-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **70 Workdays from 6-1-57**

Time Extensions: **None**

Completion Date: **Sept. 16, 1957**

Date Accepted: **Oct. 1, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Oct. 24, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

OCT 25 1957 *gc*

NOTED ON CARD

cm

RECEIVED
OCT 9 1957

FOR FILING

Oct. 8, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4945 for rock production on the Baker-Oxman Section of the Old Oregon Trail Highway in Baker County was completed by the contractor, C. E. Leseberg, on Sept. 16, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of \$711.88 will be released to the contractor on or after October 18, 1957. The total contract amount is \$33,088.81, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

CEM

RECEIVED
OCT 1 1957

FOR FILING

Sept. 30, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. E. Loseberg in connection with Contract No. 4945, for rock production on the Baker-Oman Section of the Old Oregon Trail Highway in Baker County. This payment, in the amount of \$11,727.33, will be released to the contractor on or after October 10, 1957. The retained percentage is \$1,001.35.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

ERM

FINAL

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 20, 1957

Section Baker - Oxman Kind of work Rock Production
 Highway Old Oregon Trail County Baker Section prefix 1-8313
 Contractor C. E. Leseberg Contract number 4945
 Date of contract 5-16-57, 19 Specified work days 70
 Date work started 7-10-57, 19 Work days used 74
 Project authorization \$ 37,080.00 Per cent of time elapsed Over %
 Exclusive of engineering \$ 34,443.20
 Estimated cost of completed project, exclusive of engineering \$ 33,378.28
 Estimated per cent ~~XXXXXX~~ or underrun exclusive of Engineering 3.1 %
 Per cent of contract completed, based on total contract price 101.3 %
 Engineering authorization \$ 2,636.80
 Engineering cost to date \$ 1,510, 57.3 % Date project was completed September 16, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished crushing Monday after crushing 6 3/4 hours.

The stockpiles have been measured and the Semi-final Estimate and records were submitted to the division office on Sept. 19, 1957. (Thursday)

Signed Kevin LaughlinAddress Rand Building, Baker, Oregon

Kevin Laughlin, Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date			10,352.9 (Rejects 375.6)		
Estimated quantities moved or placed to date			10,728.5		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			6 3/4		
Average force on project for week			12		

Men	2
Supervision	1
Men and trucks under 3 tons	6
Men and trucks over 3 tons	
Men and tractors	3

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants 1....

Compressors, Bulldozers ..3....., Compaction rollers, Trucks. 6....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday			
Saturday			

RECEIVED
MAY 21 1957

FOR FILING

1-8312

4945

May 20, 1957

Mr. C. E. Lesenberg
201 Reece Avenue
Nyssa, Oregon

Dear Mr. Lesenberg:

The State Highway Commission on May 16, 1957, awarded to you State Highway Contract No. 4945 for the Baker-Caman Rock Production Project on the Old Oregon Trail in Baker County.

This award was based on your bid of \$32,960.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

3-8309 Mt. Hood Rock Prod. Proj. 1957
#4946 on Mt. Hood & Warm Springs
Hwys.

DECEMBER 16 1957

W. C. WILLIAMS

December 10th, 1957

FOR FILING

Contract #4946

FINAL COST ANALYSIS
Mt. Hood & Warm Springs Highways
Rock Production
Parker-Sehram, Contractor
W. J. Seofield, Resident Engineer

Prefix 3-8309-201(44)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
2"-0 Cr. Material in S.P.	550.17	Cu. Yd.	\$2.95	\$2.53	\$ 1,402.93	\$ 1,623.00
3/4"-1/2" Cr. Mat'l. in S.P.	2,083.98	" "	2.75	2.55	5,314.15	5,730.95
1/2"-1/4" Cr. Mat'l. in S.P.	3,453.23	" "	2.75	2.55	8,788.37	9,496.38
3/4"-0 Cr. Mat'l. in S.P.	418.42	" "	2.95	2.55	1,066.97	1,234.34
1/4"-10 Cr. Mat'l. in S.P.	2,090.43	" "	3.15	2.55	5,300.60	6,584.85
1/4"-0 Cr. Mat'l. in S.P.	3,000	" "	3.25	2.55	7,630.00	9,750.00
3/8"-0 Cr. Mat'l. in S.P.	610	" "	3.50	2.55	1,555.50	2,135.00
S.P. Screen Rejects	87.7	" "	.25	.25	21.93	21.93
S.P. Haul Adjustment in Favor of Contractor	326.9	Yd. Mi.	.12	.09	29.42	39.23
S.P. Haul Screen Rejects	403.4	" "	.12	.09	36.30	48.41
Force Account (Flagging)						53.04
					\$31,156.17	\$36,717.13

Gross Revenue \$36,717.13

Total Cost 31,156.17

Net Profit \$ 5,560.96

Net Profit Equals 15.1% of Gross Revenue

Contract #4946

	Quantity	Unit	Unit Cost	Total Cost
Aggregate Purchased	12,206.23	Cu. Yd.	\$1.585	\$19,368.53
Haul to Stockpile	"	" "	.773	9,436.45
Stockpiling	"	" "	.17	2,077.44
Bond	"	" "	<u>.022</u>	<u>273.75</u>
Total Cost per Cu. Yd.	12,206.23	Cu. Yd.	\$2.55	\$31,156.17

Contract #4946

Remarks:

This was a "State Project" calling for the crushing and stockpiling of 12,200 cu. yds. of crushed rock on the Mt. Hood and Warm Springs highways.

The project was bid and awarded May 16th, 1957. The contractor started moving equipment June 17th, 1957 and started crushing stockpile aggregate July 10th, 1957. Project was completed August 14th, 1957.

The aggregates for this project were purchased from the Parker-Schram commercial setup which was also manufacturing aggregate for the Bureau of Public Roads. The hauling to stockpile and stockpiling are actual costs.

The project was bid very low due to the fact that the contractor had a major contract with the Bureau of Public Roads and the source was the same for both jobs. Production was very good due to the large plant, which consisted of: feeder, 24" x 36" breaker, two 4' cones, 54" x 24" rolls, 35- and 50-yard metal bunkers, two 48" x 120", two 48" x 96" and 48" x 144" screens, two power plants and 670' of conveyer belts.

Efficient operation and equipment in good condition resulted in a good profit.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

RECEIVED
OCT 12 1957

FOR FILMS

OREGON STATE HIGHWAY DEPARTMENT
^(date) October 14, 1957

file

3-8309 (
(CONTRACT NO.)
4966

(VOUCHER NO.)

23396

(EST. NO.)

3 Final

(WARRANT NO.)

H194029

(CONTRACTOR)

Parker-Sehram Company

(AMOUNT)

\$ 1,141.99

(DATE)

10-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertrude Chapeweste

ACCOUNTING DIVISION

Specified completion Date: 70 workdays from 6-1-57

Time Extensions: None ~~August 1, 1957~~

Completion Date: Aug. 14, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 15 1957

JC

RECEIVED
OCT 2 1957

FOR FILING

3-2-7
4911

Oct. 1, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4946 for Mt. Hood Rock Production Project on the Mt. Hood and Warm Springs Highways in Clackamas, Hood River and Wasco Counties was completed by the contractor, Parker-Sohram Co., on Aug. 14, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$1,141.99 will be released to the contractor on or after October 11, 1957. The total contract amount is \$36,717.13, of which amount \$53.04 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Anerata & Sohram
520 Mead Bldg.
Portland, Oregon

NOTED ON CARD

me

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 24, 1957

Section Mt. Hood Rock Production Kind of work Rock Production
 Highway Mt. Hood Clackamas - Wasco Section prefix 3-8309
 Contractor Parker & Schram Co. Contract number 4946
 Date of contract May 16, 1957 Specified work days 70
 Date work started July 16, 1957 Work days used 51
 Project authorization \$ 41,625.00 Per cent of time elapsed 73 %
 Exclusive of engineering \$ 38,665.00
 Estimated cost of completed project, exclusive of engineering \$ 37,600.00
 Estimated per cent overrun or underrun - %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 2,980
 Engineering cost to date \$ 2,100, 71 % Date project was completed August 14, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On August 14, the two previously mentioned deficient
 piles were added to,
 shaped up and measured. All piles have been
 measured and the yardage computed.

NOTED

CONSTRUCTION DIVISION

RECEIVED

AUG 26 1957

NOTED

CE ACE

Noted

M. N. Juvo

NOTED

C. E. PAULSEN

Signed

Resident Engineer

Address P.O. Box 4699, Sellwood Sta. Portland 2.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			12,200 cy		
Total quantities corrected to date			12,205.73 cy ~~12,200.00 cy~~		
Estimated quantities moved or placed to date			12,205.73 cy ~~12,200.00 cy~~		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

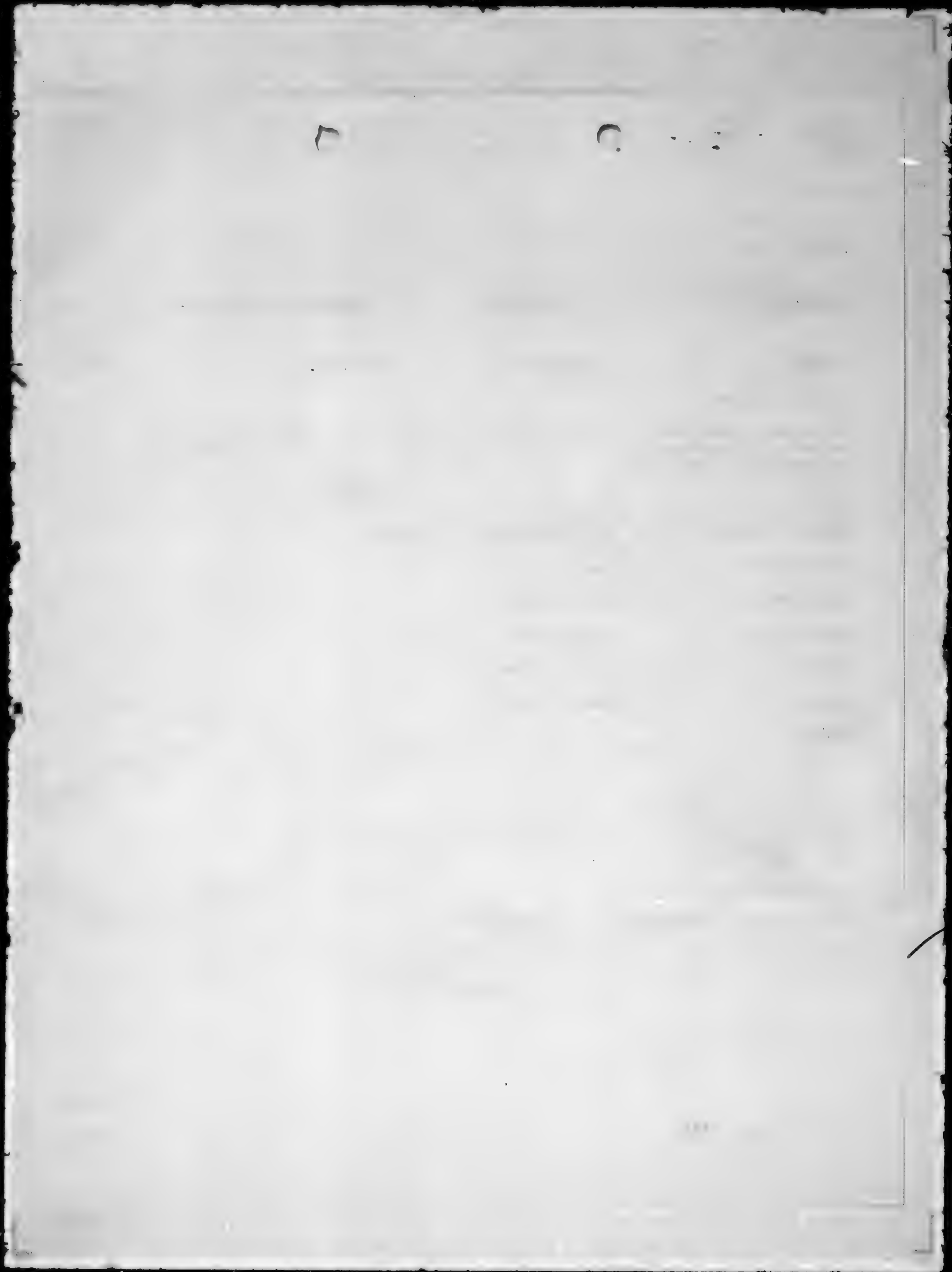
Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

CONSTRUCTION DIVISION
 RECEIVED
 1940 JUN 10
 10:10
 (24 14 30)

I-78(35) Fords Br.-Canyonville 1957
Illumination
#4947



RECEIVED
MAY 8 1958

FOR FILING

75(35)
4947

May 7, 1958

CERTIFIED MAIL

St. Paul Fire & Marine Insurance Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4947 for highway illumination on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, Trowbridge Electric Company, on Apr. 15, 1958 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$2,130.50 will be released to the contractor after acceptance by the Commission. The total contract amount is \$19,396.41, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD
elm

RECEIVED
SEP 5 1957

Monthly Transaction No.

Form 2
(5-29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Oregon

FOR FILING
Project Report No.

5 T-78(35)

FEDERAL-AID PROJECT AGREEMENT

County

Douglas

Project No.

I-78(35)

4947
The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Three miles north of Canyonville to north city limits of Canyonville, U.S.99.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5/1/57	0.0
Other (Specify)		

FUNDS

Estimated total cost of project
\$ 20,350.00

Federal funds
\$ 18,800.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By

Charles Reynolds

Chairman, State Highway Commission

By

Max McLean

Member, State Highway Commission

(title)

By

Member, State Highway Commission

(title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By

C. H. Folk

Division Engineer

Date executed by

Division Engineer August 20, 1957

RECOMMENDED FOR APPROVAL:

[Signature]

Oregon State Highway Department

Federal Aid
Project No. I-78(35)

FORDS BRIDGE-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY
IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon June 5, 1957

Type Code Y030

Illumination of Gasley Road, Yokum Road, Irwin Road and Canyonville Interchanges.
(Contract No. 4947)

All Required	Gasley Road Interchange Illumination	\$ 4,500.00
All Required	Yokum Road Interchange Illumination	4,500.00
All Required	Irwin Road Interchange Illumination	4,800.00
All Required	Canyonville Interchange Illumination	<u>4,700.00</u>
	Subtotal	\$18,500.00
	10% Engr. & Cont.	<u>1,850.00</u>
	Total	\$20,350.00

Length 0.00 mile

Federal Funds.	\$18,800.00
State Funds.	<u>1,550.00</u>
	\$20,350.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid Project
No. I-78(35)

FORDS BRIDGE-CANYONVILLE SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 26, 1957

Type Code X030

Illumination of Gasley Road, Yokum Road, Irwin Road and Canyonville Interchanges

All Required	Gasley Road Interchange Illumination	\$ 4,300.00
All Required	Yokum Road Interchange Illumination	4,300.00
All Required	Irwin Road Interchange Illumination	5,600.00
All Required	Canyonville Interchange Illumination	<u>8,300.00</u>
	Subtotal	\$22,500.00
	10% Engr. & Cont.	<u>2,250.00</u>
	Total	\$24,750.00

Length 0.00 Mile

Federal Funds	\$22,700.00
State Funds	<u>2,050.00</u>
	\$24,750.00

RECEIVED
JUN 6 1957

FOR FILING

49-117

June 6, 1957

Trowbridge Electric Company
622 S. E. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4947, which was awarded to you on May 16, 1957 by the State Highway Commission, covering highway illumination on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

Encl.

RECEIVED
MAY 16 1957
ACT. FILED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
7 (1957)
4947

08-35

May 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4947 for Oregon Project I-78(35), Fords Bridge-Canyonville (Illumination) Section of the Pacific Highway, to Trowbridge Electric Company of Roseburg, Oregon, low bidder in the amount of \$18,500.00 at today's bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
Division Engineer

NP

RECEIVED
MAY 2 - 1957
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-78(35)
4747
08-35

May 1, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-78(35), Illumination of Gazley Road, Yokum Road, Irwin Road and Canyonville Interchanges, Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

for

320-1708 Oakridge (First St.) Stone 1957
#4948 Base and Paving Proj.

RECEIVED
30 SEP 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 25, 1957

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1948

(VOUCHER NO.)

48

(WARRANT NO.)

Oakridge Excavators

(AMOUNT)

(DATE)

22013

W 192621

\$500.00

Sept. 25, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenborn
ACCOUNTING DIVISION

Specified completion Date: **70 workdays from 6-1-57**

Time Extensions: **None**

Completion Date: **Aug. 12, 1957**

Date Accepted: **Sept. 12, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Sept. 26, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 27 1957

NOTED ON CARD
12m

RECEIVED
SEP 11 1957

FOR FILING

22-1787
4947

September 10, 1957

CERTIFIED MAIL

The Astra Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Contentment

The State Highway Contract No. 4948 for work performed on First Street in the city of Oakridge in Lane County was completed by the contractor, Oakridge Excavators, Oakridge, on August 12, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$15,449.60, of which amount \$21.72 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Oakridge Insurance Agency, Inc.
Oakridge, Oregon

fp

Noted on
Card

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

320-1708

For Week Ending Aug. 27, 19 57

Section Oakridge (First Street) Kind of work S tonebase & Paving
 Highway City Street County Lane Section prefix 320-1708
 Contractor Oakridge Excavators Contract number 4948
 Date of contract May 16, 19 57 Specified work days 70
 Date work started June 24, 19 57 Work days used 29
 Project authorization \$ 18,762.64 Per cent of time elapsed 41.4 %
 Exclusive of engineering \$ 16,677.90
 Estimated cost of completed project, exclusive of engineering \$ 16,677.90
 Estimated per cent overrun or underrun none %
 Per cent of contract completed, based on total contract price 66.3 54.9 %
 Engineering authorization \$ 1,334.23
 Engineering cost to date \$ 1,396.62, 104.7 % Date project was completed AUG 12, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor had a new crew from Wildish Construction Company which had been idled by strike. Because of plant breakdowns, the 3 day output was 200 tons. The strike was settled Thursday, so the crew went back to their own job Friday. They plan to operate Saturday and Sunday on this job however.

Mr. Chandler observed the project Wed.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION

RECEIVED

AUG - 5 1957

NOTED



CE ACE ACE COE

Noted

M. N. JUVB

Signed

H.E. Mayfield

Address

Rm 5 506 1/2 Main St. Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.23			0.23
Miles partially completed		0			0.22
Miles completed		0.23			0
Total estimated quantities (contract)		1200 c.y. 1490 c.y.			1000 ton
Total quantities corrected to date		932.5 c.y. 1432.5 c.y.			--
Estimated quantities moved or placed to date		932.5 c.y. 1432.5 c.y.			402 ton
Average daily quantities		0			67 ton
Average daily quantities necessary to complete project on time		0			14.6 ton
Number shifts per day					1
Hours per shift					10
Average force on project for week					7
Men					6
Supervision					1
~~Motor~~ trucks under 3 tons					3
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels, Power graders 1..., Rollers 2..., Mixers, Crushing or screening plants

Compressors, Bulldozers 1..., Compaction rollers, Adnan 1, Plant 1, Water tank 1. . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	Morning clouds	8	Plant remained down.
Tuesday	"	5	the asphalt pump broke.
Wednesday	"	2	Plant engine overheated and couldn't be restarted.
Thursday	fair	3	Motor burned out on asphalt pump.
Friday	"	8	crew returned to another job.
Saturday			

RECEIVED
JUN 25 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

June 24, 1957

Oakridge Excavators
P. O. Box 155
Oakridge, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 4948, awarded May 16, 1957 for stone base and paving on the Oakridge (First St.) Section in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

Encl.

NOTED
J. R. [unclear]

June 3, 1957

Mrs. Edith M. Williams
City Recorder
Oakridge, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Dear Mrs. Williams:

On May 17, 1957, the State Highway Commission awarded Contract No. 4948 to the Oakridge Excavation Company for the basing and paving project on First Street in Oakridge. The revised costs based on this bid are as follows:

Contract Items	\$16,527.00
Flagging (State's share)	150.00
Eng'ring and Contingencies	2,084.63
Survey	350.00
Total Cost	\$19,111.63

Enclosed is a copy of the contract and plans for the city's information and records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA: [unclear]
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED

APR 30 1957

FOR FILING

320-1708

4948

Salem, Oregon
April 18, 1957

Sp. State *lay* *St. Funds-*
#19

Agreement - City of Oakridge
and State under \$250,000 fund

Mr. C. G. Swenson
City & County Relations Dept
Office

Attached hereto is a conformed copy of an agreement with the City of Oakridge covering the \$250,000 Special Fund project covering the First Street from Beech Street to east city limits.

A fully executed copy of the above agreement has been retained in this office for this office and one fully executed copy has been sent to the City Recorder, Oakridge, Oregon.

Secretary

TH

Attach: 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 10, 1957

SUBJECT: Agreement - City of Oakridge
and State under \$250,000 fund

To:

Mr. H. B. Glaisyer
Secretary

Herewith agreement between the State and City of
Oakridge covering a city project under the \$250,000 fund.
This is ready for presentation to the Highway Commission.

Attached hereto is a copy of the ordinance of the
City of Oakridge authorizing the execution of the agreement.



G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. C. G. Swenson

NOTED
H. B. GLAISYER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 29
H. B. Glaisyer
Secretary

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF OAKRIDGE, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF FIRST STREET FROM BEECH STREET TO THE EAST CITY LIMITS OF OAKRIDGE, OREGON, A DISTANCE OF APPROXIMATELY 0.23 MILES AND DECLARING AN EMERGENCY.

WHEREAS the City of Oakridge, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805, and,

WHEREAS the State Highway Commission has accepted such application for the improvement of First Street from Beech Street to the east city limits of Oakridge, Oregon, a distance of approximately 0.23 mile, and,

WHEREAS in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to \$20,000 and the City of Oakridge to pay all cost in excess of \$20,000, the City of Oakridge does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Oakridge, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of First Street from Beech Street to the east city limits of Oakridge, Oregon is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Oakridge, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated January 1, 1953.

Passed by the Common Council of City of Oakridge this 4th day of April, 1957.

AYES 5
NAYES 0

Submitted to and approved by the Mayor the 4th day of April, 1957.

By Wm. H. Russell
MAYOR

ATTEST:

Edith M. Williams
CITY RECORDER

NOTED
Harold C. Adams

February 1, 1957

Mr. Kenneth L. Randall
Mayor, City of Oakridge
Oakridge, Oregon

NOTED
J. F. McLaughlin

NOTED
J. F. McLaughlin

Dear Sir:

I am replying to your letter of January 29, 1957, in which you request the State Highway Department to place the base rock in addition to the leveling course, binder, and asphaltic concrete pavement on First Street from Beech Street to the east city limits, with the City to do all grading, planing, of curbs, and drainage prior to State's performing any work.

This matter was taken up with Mr. Forrest Cooper, Deputy State Highway Engineer, and he has agreed that the State will also contract the placing of the base rock in addition to the leveling course, binder, and asphaltic concrete pavement, with the City to pay all costs of the State's contract in excess of \$20,000.

We also wish to point out that we believe your estimate is too low and that the bid price will be in excess of the figure that you quote in your letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

NOTED
C. G. SWENSON

HCA:ma

cc: Mr. Harley E. Mayfield,
Div. Engr., Springfield

*10th Main Street
K. 1000*

NOTED
JOHN D. CRUM



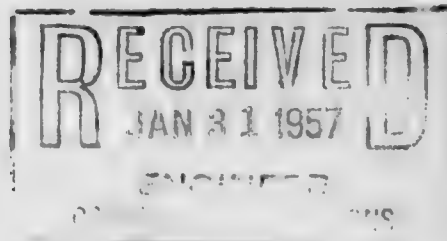
City of Oakridge

Office of the Recorder

January 29, 1957

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Ayers
City - County Relations



Dear Mr. Ayers:

In December, 1956 the City of Oakridge received from your office notice of an approved arterial street project to be undertaken by the Highway Department. This project involved the improvement of First Street in Oakridge from Beech Street to the East City limits and proposed that the Highway Dept. contract the leveling course, asphalt binding course and asphaltic concrete paving - the city to do the remaining work on the improvement. The amount set aside for the work as stated in your letter was \$20,750.00.

It is our opinion that the quantities of work to be contracted for by the Highway Department will not fully utilize the funds available and it is desired to add the placing of the base course to the Highway Dept. part of the project. The City is asking for bids for curb and gutter construction (to be opened Feb. 6, 1957) and can complete the necessary excavation as soon as the weather permits. Plans for the work have been prepared by the City Engineer and the project has been surveyed and staked. A copy of these plans has been furnished your resident engineer, Mr. Harkey Mayfield.

Estimated cost of the State's share of the project with base course added is given below. This estimate is by the City Engineer and is based on actual quantities calculated from his survey and on contract costs over the past three years with an added unit price factor of about ten per cent on the assumption that construction costs will be higher this next summer.

Estimate - OSHD Project - East First Street

10 $\frac{1}{2}$ " Base Course, 1300 cy $\div$ 20% 1560 cu. Yd. @ 2.00	3120.00
1 $\frac{1}{2}$ " Leveling course, 260 cy $\div$ 25% 325 cu. yd. @ 4.00	1300.00
Binder course 3000 gal. asphalt @ 0.15	450.00
Sprinkling 10M gal @ ~~11.00~~ 4.00	40.00
3" Asphaltic concrete surface 1087 T @ 11.00	11757.00
Subtotal	16367.00
Plus 12 $\frac{1}{2}$ % Engineering	2106.38
Plus 10% Contingencies	1686.70
Total	20662.08



City of
Oakridge

Office of the Recorder

Page 2

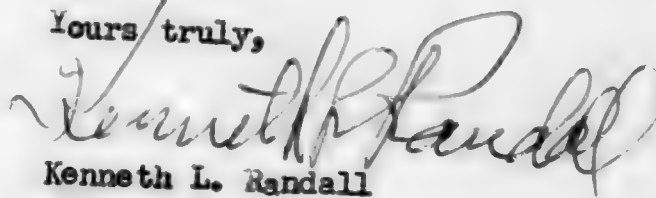
Your approval of the project to include the base course as part of the State contract is requested.

As is usual in this type of grant to small cities, the City of Oakridge will take full responsibility for any overrun of costs on the project above the amount set aside by the Highway Commission.

In any case, it appears that the state portion of the work should be let to contract with minimum delay. The completion date on the city portion of the work is June 1, 1957. A blueprint of the project is enclosed for your convenience.

A prompt decision on the request will be appreciated.

Yours truly,



Kenneth L. Randall
Mayor

enc: 1 map E. First Street
cc: Harley Mayfield
Springfield
Paddock
Bayles



City of
Oakridge

Office of the Recorder

October 29, 1956

*File #250,000
1957*

Oregon State Highway Department
Salem, Oregon

Attention: Harold Ayres

Dear Mr. Ayres:

First of all, I am sorry that this letter is one day late. This is due to the fact that I again wanted to discuss the matter with our Engineer, Mr. Bayles, before writing to you.

The City Council, at its last meeting, voted to undertake the East First Street paving project; to construct the necessary curbs, gutters and to prepare the base, including placement of base rock; and to pay all additional costs for the paving in excess of \$20,000.

There is one matter, however, that I would like for your department to consider, and that is that we have a difficult storm drainage problem in connection with the project and we would like to know whether or not the State Highway Department would also include the applicable portion of the storm drainage system under the State's portion of the project.

In any event, it is the City's intention to undertake the project in the spring and summer of 1957.

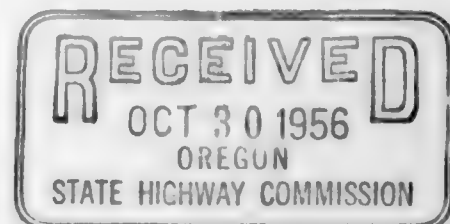
The City of Oakridge certainly appreciates all of the cooperation and consideration that you and your Department have shown to the City in the past and the City will lend its full cooperation in this proposed project.

Very truly yours,

Dale E. Helikson
DALE E. HELIKSON
CITY RECORDER

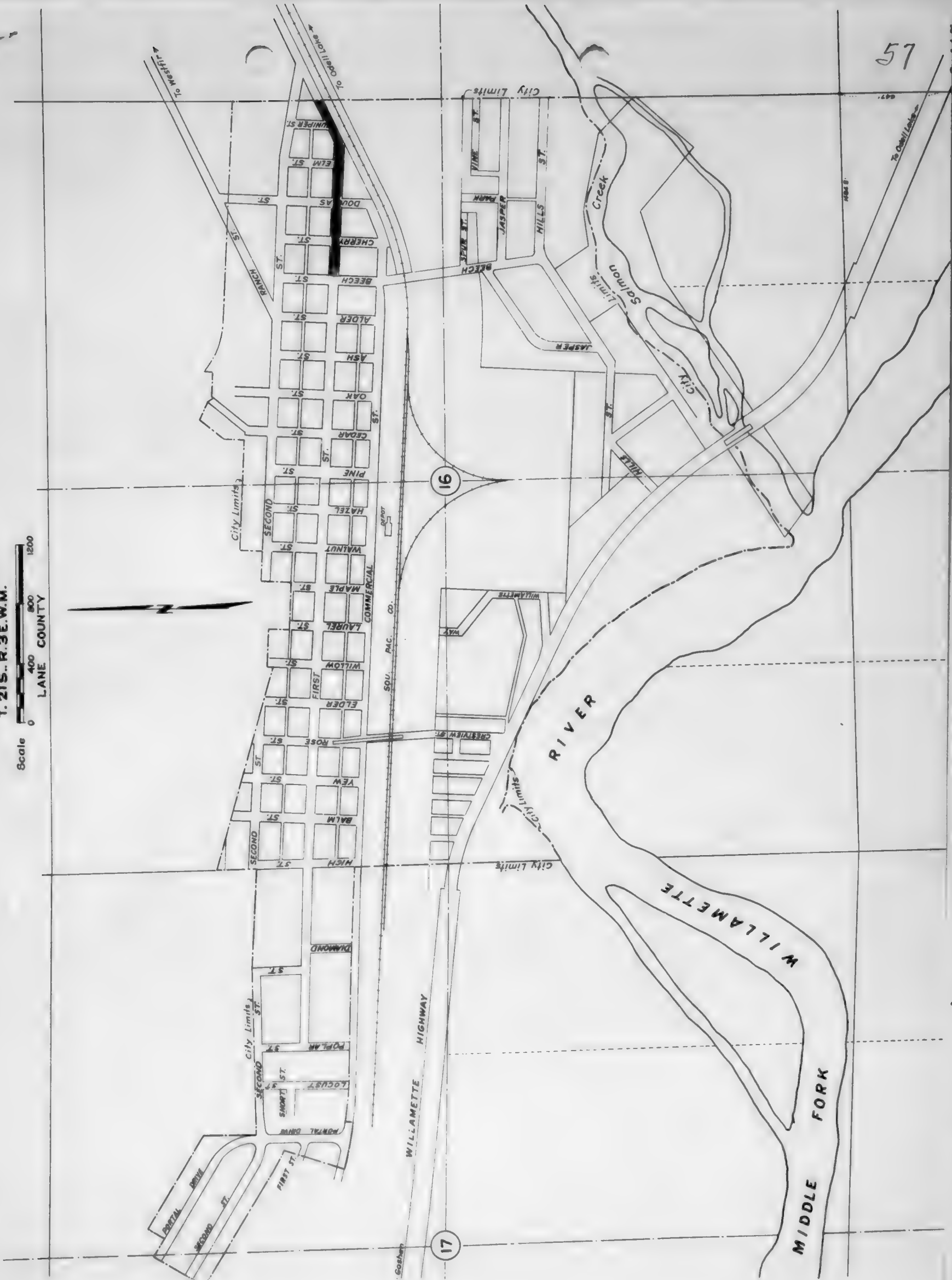
DEH/sb

cc: Kenneth L. Randall
Ronel Paddock
Robert Halstead
C. C. Bayles



OAKRIDGE

T. 21S.. R. 3E. W.M.



- 25-56

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Oakridge is an incorporated city of the State of Oregon, and has a population of 2035, as given by the latest official census, and

WHEREAS, the following streets of said city, First Street, between

East margin of Beech Street and the East City Limits and Beech and Hills
Streets between First Street and Highway No. 58

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

First Street between Beech Street and the East city limits and Beech and
Hills Streets between First Street and Highway No. 58.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

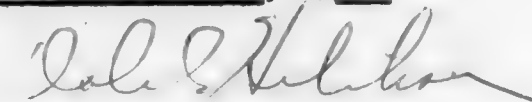
4. That the City of Oakridge does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate _____ as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 25th day of July, 1956.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Oakridge at a regular or special meeting of said Council, held on the 25th day of July, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 25th day of July, 1956.



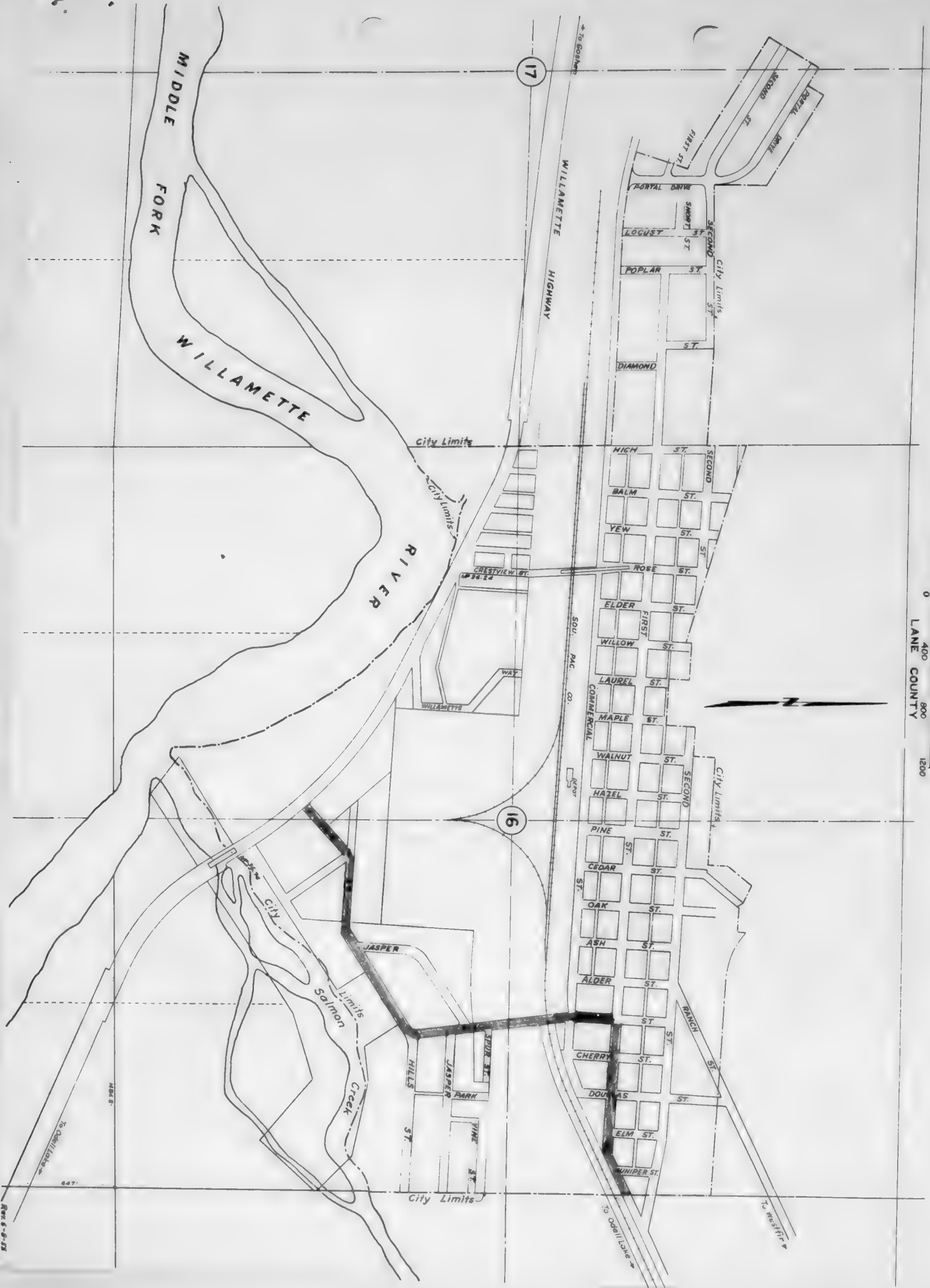
DALE E. HELIKSON

City Recorder

OAKRIDGE

T. 21 S., R. 3 E., W. 4 M.

Scale 0 400 800 1200
LANE COUNTY



I-323(21) Union Ave.-42nd Ave. Sec. 1957
of the T.H. Banfield Exp.

RECEIVED

August 6, 1958

FINAL COST ANALYSIS

Contract No. 4949
Union Avenue-42nd Avenue
T. H. Banfield Expressway

Rock Base and Paving
Warren Northwest, Inc.
James Don, Resident Engineer

Prefix 26-1081-201(41)

NOTED
W. C. WILLIAMS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1) Removal of Asph. Conc. Curbs	126	Lin. Ft.	\$.40	\$.40	\$ 50.40	\$ 50.40
1) Drainage Excav., Unclass.	1,831.1	Cu. Yds.	2.00	1.90	3,479.09	3,662.20
1) Special Borrow Exc., Unclass.	10,994.8	Cu. Yds.	.55	.55	6,047.14	6,047.14
1) General Excav., Unclass.	4,589.2	Cu. Yds.	.55	.55	2,524.04	2,524.04
1) 8" Perf. Conc. Drain Pipe	383	Lin. Ft.	1.40	1.40	536.20	536.20
1) 8" Sewer Pipe	597	Lin. Ft.	1.30	1.30	776.10	776.10
1) 12" Coated Steel Pipe, Prot. Invert	187	Lin. Ft.	4.50	4.50	841.50	841.50
1) 22" " " " " "	1,174	Lin. Ft.	12.50	11.80	13,853.20	14,088.00
1) 24" " " " " "	76	Lin. Ft.	12.50	12.50	950.00	950.00
1) Salvage Culvert Pipe	1,265	Lin. Ft.	1.50	1.50	1,897.50	1,897.50
1) Spec. Backfill in Drains	63.67	Cu. Yds.	4.00	4.00	254.68	254.68
2) Special Concrete Manholes	6	Each	240.00	230.00	1,380.00	1,440.00
2) Concrete Inlets	8	Each	75.00	70.00	560.00	600.00
2) Adjustment of Manholes	14	Each	40.00	34.00	476.00	560.00
2) Concrete Curbs	82.99	Cu. Yds.	40.00	35.85	2,975.19	3,319.60
2) Concrete Surfacing	157.61	Sq. Yds.	3.50	3.17	499.62	551.64
2) Concrete in Islands	17.61	Cu. Yds.	45.00	43.00	757.23	792.45
2) 1½" Electrical Conduit	30	Lin. Ft.	1.75	1.50	45.00	52.50
3) Metal Guard Rail	9,770.2	Lin. Ft.	2.30	2.30	22,471.46	22,471.46
3) Metal Median Barrier	10,940	Lin. Ft.	3.65	3.48	38,071.20	39,931.00
3) Metal Median Barrier on Str.	47.5	Lin. Ft.	8.00	8.00	380.00	380.00
3) Metal Sight Posts	114	Each	2.50	2.32	264.48	285.00
4) Pressure Relief Drains	486.8	Lin. Ft.	7.50	6.83	3,324.17	3,651.00
4) Spec. Backfill in Pressure Relief Drains	84.52	Cu. Yds.	4.00	4.00	338.08	338.08

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Crushed Mat'l in Base	9,001	Cu. Yds.	\$ 2.75	\$ 2.40	\$ 21,623.19	\$ 24,752.75
3/4"-0 Materials in Base	800	Cu. Yds.	3.50	3.00	2,406.88	2,800.00
Sprinkling	92.75	M-gal.	2.25	2.07	192.51	222.19
Preparation of Base	100%	All	300.00	224.40	224.40	300.00
3/4"-0 Mat'l in Binder Course	40	Cu. Yds.	5.00	3.03	124.32	200.00
RC-3 Asphalt in Binder Course	6.02	Tons	45.00	45.21	272.16	270.00
Class "B" Asph. Concrete	27,903.12	Tons	5.10	4.68	130,586.60	142,713.91
RS-1 Asphalt	10.70	Tons	50.00	53.46	572.02	535.00
200-300 Asph. in Median Seal	7.06	Tons	100.00	88.64	625.80	706.00
White Aggregate in Median Seal	41	Cu. Yds.	50.00	37.65	1,543.63	2,050.00
3 PA #1 8' Add'l Bbl., in Manhole	100%	All	60.00	60.00	60.00	60.00
PA #2 Pit-run Gravel	2,840	Cu. Yds.	1.50	1.29	3,663.60	4,260.00
PA #3 22" Coated Steel Pipe	24	Lin. Ft.	10.72	10.72	257.28	257.28
PA #4 Cement Adj., (Favor of State)	6.7	Bbl.	3.70	3.70	- 24.79	- 24.79
Force Account					<u>9,788.83</u>	<u>13,621.22</u>
					\$274,668.71	\$298,724.97

Gross Revenue	\$298,724.97
Total Cost	<u>274,668.71</u>
Net Profit	\$ 24,056.26

Net Profit Equals 8.05 Per cent of the Gross Revenue

SUBCONTRACTORS

- 1 - John L. Luybins and Company
- 2 - Portland Concrete Company
- 3 - Denton and Company
- 4 - General Construction Company

DETAIL OF COST

LABOR:

Labor	\$ 46,156.00
Labor Insurance	<u>4,846.38</u>
	\$ 51,002.38

EQUIPMENT RENTAL:

Rented Trucks	\$ 56,931.50
Gas, Oil, and Grease	15,664.32
P.L. and P.D.	412.50
Bond	1,653.82
Misc. Small Tools	991.80
Office and Overhead	<u>7,048.20</u>
	\$ 82,702.14

SUBCONTRACTORS:

1 - John L. Luybins and Company	\$ 31,209.85
2 - Portland Concrete Company	6,753.04
3 - Denton and Company	16,783.02
4 - General Construction Company	<u>3,662.25</u>
	\$ 58,408.16

MATERIALS:

	Quantity	Unit	Unit Cost	
1½"-0 Coarse Gr. Material	9,901	Cu. Yds.	\$.94	\$ 8,460.94
¾"-0 Materials in Base	800	Cu. Yds.	1.038	830.40
Metal Guard Rail	9,770.2	Lin. Ft.	1.54	15,046.11
Metal Median Barrier	10,940	Lin. Ft.	2.76	30,194.40
Metal Median Barrier on Structures	47.5	Lin. Ft.	3.24	153.90
Metal Sight Posts	114	Each	1.30	148.20
RC-3 Asphalt in Binder Course	6.02	Tons	29.60	178.19
RS-1 Asphalt	10.70	Tons	32.78	350.75
200-300 Asphalt in Median Seal	7.06	Tons	30.64	216.32
White Aggregate in Median Seal	41	Cu. Yds.	27.95	1,145.95
Pit Run Gravel	2,840	Cu. Yds.	.85	2,414.00
22" Coated Steel Pipe	24	Lin. Ft.	10.72	257.28
Plant Aggregates	27,903.12	Tons	.83	<u>23,159.59</u>
			\$	\$ 82,556.03

TOTAL COST

\$274,668.71

Remarks:

This project was a "Federal Aid Interstate Project" and was conducted in accordance with the federal regulations applying to that class of project.

The work done under the contract consisted of the following work on the Union Avenue-42nd Avenue Section of the T. H. Banfield Freeway in Multnomah County: Roadbed grading on temporary connections and removal of surcharge involving approximately 4,100 cu. yds. of roadbed excavation and 12,000 cu. yds. of special borrow excavation, construction of 0.51 mile of stone base on main highway roadbed and connections, involving approximately 9,130 cu. yds. of crushed materials, and construction of 2.06 miles of asphaltic concrete pavement, involving approximately 28,000 tons of asphaltic concrete

The west end of the project is at L4 Station 28+00, which station is 0.13 mile east of the Grand Avenue structure. The east end of the project is at Station 137+60, which station is approximately 0.1 mile easterly of the 39th Avenue viaduct over the T. H. Banfield Freeway. The overall length of the project is 2.06 miles.

Contract was bid and awarded May 16th, 1957. Work began June 10th, 1957 but was held up by Drake's section between 35th Avenue and 42nd Avenue and General Construction Co. at 12th Street Bridge. John Luybins & Sons subcontracted grading and pipe work. General Construction Co. drove pressure drains. Denton & Son installed median barrier and guard rail, and Portland Concrete built curbs and miscellaneous concrete work. Contract was completed January 31st, 1958 and accepted February 27th, 1958.

This contract was worked with several city and county projects, which was a contributing factor in its realizing a profit.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

Contract 4949 A

Monthly transaction number RECEIVED JUL 21 1958 Project report number 7-101 I-323(21) ⁹	U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon County Multnomah Project number I-82-1(3)0 old I-323(21)
--	--	---

4949 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 20, 1957, is hereby modified as follows:

Revised estimated total cost of project	\$ <u>342,390.00</u>
Revised Federal funds	\$ <u>304,570.00</u>
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of July, 19 58.

OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>[Signature]</u> <u>State Highway Engineer</u> (Title) By _____ _____ (Title) By _____ _____ (Title)	U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS <u>[Signature]</u> C. G. Folk Division Engineer
--	--

Contract # 4949

RECEIVED Monthly Transaction No. SEP 5 - 1957 Project Report No. 6J 323(21)	Fol. 2 U.S. DEPARTMENT OF COMMERCE (5-20-57) BUREAU OF PUBLIC ROADS FEDERAL-AID PROJECT AGREEMENT	State Oregon County Multnomah Project No. I-323(21)
---	---	---

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Union Avenue-42nd Avenue section of the T. H. Banfield Expressway in Portland, on U.S. 30.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5/1/57	2.1
Other (Specify)		

FUNDS

Estimated total cost of project \$25,456.45	Federal funds \$300,600.00
---	--------------------------------------

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Charles Reynolds</u> Chairman, State Highway Commission (title) By <u>Mr. Mc Suer</u> Member, State Highway Commission (title) By _____ Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>C. H. Folk</u> Division Engineer Date executed by Division Engineer <u>August 20, 1957</u> RECOMMENDED FOR APPROVAL: <u>[Signature]</u> STATE HIGHWAY ENGINEER
---	---

Oregon State Highway Department

Federal Aid
Project No. I-323(21)

UNION AVENUE-42nd AVENUE SECTION OF THE T. H. BANFIELD EXPRESSWAY
IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, June 4, 1957

Type Code 6201

6-Lane Roadway (Sta. 28+00 to Sta. 120+03.07) (Contract No. 4949)

1,700 cu.yds.	Drainage Excavation, Unclassified	2.00	\$ 3,400.00
12,000 cu.yds.	Special Borrow Excavation, Unclassified	.55	6,600.00
4,100 cu.yds.	General Excavation, Unclassified	.55	2,255.00
280 lin.ft.	8-inch Perforated Concrete Drain Pipe	1.40	392.00
660 lin.ft.	8-inch Sewer Pipe	1.30	858.00
200 lin.ft.	12" Coated Steel Pipe, Protected Invert	4.50	900.00
1,300 lin.ft.	22" Coated Steel Pipe, Protected Invert	12.00	15,600.00
58 lin.ft.	24-inch Coated Steel Pipe, Protected Invert	12.50	725.00
1,300 lin.ft.	Salvaging Culvert Pipe	1.50	1,950.00
70 cu.yds.	Special Backfill in Drains	4.00	280.00
5 only	Special Concrete Manholes	240.00	1,200.00
5 only	Concrete Inlets	75.00	375.00
14 only	Adjustment of Manholes	40.00	560.00
70 cu.yds.	Concrete Curbs	40.00	2,800.00
180 sq.yds.	Concrete Surfacing	3.50	630.00
10 cu.yds.	Concrete Islands	45.00	450.00
310 lin.ft.	1 1/2-inch Electrical Conduit	1.75	542.50
13,100 lin.ft.	Metal Guard Rail	2.30	30,130.00
10,000 lin.ft.	Metal Median Barrier	3.65	36,500.00
45 lin.ft.	Metal Median Barrier on Structure	8.00	360.00
80 only	Metal Sight Posts	2.50	200.00
440 lin.ft.	Pressure Relief Drains	7.50	3,300.00
100 cu.yds.	Special Backfill in Pressure Relief Drains	4.00	400.00
8,200 cu.yds.	Coarse Crushed Material in Base	2.75	22,550.00
930 cu.yds.	3/4"-0 Material in Base	3.50	3,255.00
340 M-gals.	Sprinkling	2.25	765.00
All Required	Preparation of Base		300.00
120 cu.yds.	3/4"-0 Material in Binder Course	5.00	600.00
20 tons	BC-3 Asphalt in Binder Course	45.00	900.00
23,600 tons	Class "B" Asphaltic Concrete	5.10	120,360.00
30 tons	RS-1 Asphalt	50.00	1,500.00
5 tons	200-300 Asphalt in Median Seal	100.00	500.00
40 cu.yds.	White Aggregate in Median Seal	50.00	2,000.00
	Subtotal		\$263,137.50
	10% Ingr. & Cont.		26,313.75
	Total		\$289,451.25

Length of Roadway. 1.723 miles
Length of 1 Structure. 0.008 mile
Total Length 1.731 miles
Cost of Roadway Per Mile \$167,992.60

Type Code 6401

4-lane roadway (Sta. 120+03.07 to Sta. 137+60) (Contract No. 4949)

130 lin.ft.	Removal of Asphaltic Concrete Curbs	.40	52.00
1 only	Adjustment of Manholes	40.00	40.00
2 cu.yds.	Concrete Islands	45.00	90.00
60 lin.ft.	1 1/2" Electrical Conduit	1.75	105.00
900 lin.ft.	Metal Guard Rail	2.30	2,070.00
1,900 lin.ft.	Metal Median Barrier	3.65	6,935.00
40 only	Metal Sight Posts	2.50	100.00
4,400 tons	Class "B" Asphaltic Concrete	5.10	22,440.00
6 tons	RS-1 Asphalt	50.00	300.00
1 ton	200-300 Asphalt in Median Seal	100.00	100.00
10 cu.yds.	White Aggregate in Median Seal	50.00	500.00

Subtotal \$32,732.00
10% Engr. & Cont. 3,273.20

Total \$36,005.20

Length of Roadway. 0.329 mile
Cost of Roadway per mile \$109,438.29

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway (6-lane)	\$289,451.25	\$267,345.00	\$22,106.25
Roadway (4-lane)	36,005.20	33,255.00	2,750.20
	\$325,456.45	\$300,600.00	\$24,856.45

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-323(21)

UNION AVENUE-42nd AVENUE SECTION OF THE T. H. BANFIELD EXPRESSWAY

IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon April 17, 1957

Type Code 6201

6-lane Roadway (Sta. 28+00 to Sta. 120+03.07)

1,700 cu.yds.	Drainage Excavation, Unclassified	\$ 3.00	\$ 5,100.00
12,000 cu.yds.	Special Borrow Excavation, Unclassified	.65	7,800.00
4,100 cu.yds.	General Excavation, Unclassified	.50	2,050.00
280 lin.ft.	8-inch Perforated Concrete Drain Pipe	2.00	560.00
660 lin.ft.	8-inch Sewer Pipe	1.75	1,155.00
200 lin.ft.	12-inch Coated Steel Pipe, Protected Invert	8.00	1,600.00
1,300 lin.ft.	22-inch Coated Steel Pipe, Protected Invert	16.00	20,800.00
58 lin.ft.	24-inch Coated Steel pipe, Protected Invert	17.00	986.00
1,300 lin.ft.	Salvaging Culvert Pipe	2.00	2,600.00
70 cu.yds.	Special Backfill in Drains	6.00	420.00
5 only	Special Concrete Manholes	325.00	1,625.00
5 only	Concrete Inlets	65.00	325.00
14 only	Adjustment of Manholes	50.00	700.00
70 cu.yds.	Concrete Curbs	45.00	3,150.00
180 sq.yds.	Concrete Surfacing	4.00	720.00
10 cu.yds.	Concrete Islands	45.00	450.00
310 lin.ft.	1½-inch Electrical Conduit	1.50	465.00
13,100 lin.ft.	Metal Guard Rail	2.75	36,025.00
10,000 lin.ft.	Metal Median Barrier	4.75	47,500.00
45 lin.ft.	Metal Median Barrier on Structure	9.00	405.00
80 only	Metal Sight Posts	3.00	240.00
440 lin.ft.	Pressure Relief Drains	1.50	660.00
100 cu.yds.	Special Backfill in Pressure Relief Drains	6.00	600.00
8,200 cu.yds.	Coarse Crushed Material in Base	2.75	22,550.00
930 cu.yds.	¾" - 0 Material in Base	3.00	2,790.00
340 M-gals.	Sprinkling	3.00	1,020.00
All Required	Preparation of Base		160.00
120 cu.yds.	¾" - 0 Material in Binder Course	4.50	540.00
20 tons	AC-3 Asphalt in Binder Course	45.00	900.00
23,600 tons	Class "B" Asphaltic Concrete	6.00	141,600.00
30 tons	RS-1 Asphalt	70.00	2,100.00
5 tons	200-300 Asphalt in Median Seal	70.00	350.00
40 cu.yds.	White Aggregate in Median Seal	40.00	1,600.00
Subtotal			\$ 309,546.00
10% Engr. & Cont.			30,954.60
Total			\$ 340,500.60

Length of Roadway.....1.723 mile
 Length of 1 Structure..... 0.008 mile
 Total Length.....1.731 mile
 Cost of Roadway per mile.....\$ 197,620.77

Type Code 6201

4-lane Roadway (Sta. 120+03.07 to Sta. 137+60)

130 lin.ft.	Removal of Asphaltic Concrete Curbs	\$.40	\$ 52.00
1 only	Adjustment of Manholes	50.00	50.00
2 cu.yds.	Concrete Islands	45.00	90.00
60 lin.ft.	1½-inch Electrical Conduit	1.50	90.00
900 lin.ft.	Metal Guard Rail	2.75	2,475.00
1,900 lin.ft.	Metal Median Barrier	4.75	9,025.00
40 only	Metal Sight Posts	3.00	120.00
4,400 tons	Class "B" Asphaltic Concrete	6.00	26,400.00
6 tons	RS-1 Asphalt	70.00	420.00
1 ton	200-300 Asphalt in Median Seal	70.00	70.00
10 cu.yds.	White Aggregate in Median Seal	40.00	400.00
	Subtotal		\$ 39,192.00
	10% Engr. & Cont.		<u>3,919.20</u>
	Total		\$ 43,111.20

Length of Roadway.....0.329 mile
 Cost of Roadway per mile.....\$ 131,037.08

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
6-lane Roadway	\$ 340,500.60	\$ 314,217.00	\$ 26,283.60
4-lane Roadway	<u>43,111.20</u>	<u>39,783.00</u>	<u>3,328.20</u>
	\$ 383,611.80	\$ 354,000.00	\$ 29,611.80

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 17, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4949
(VOUCHER NO.)

9A Post Final
(WARRANT NO.)

Warren Northwest, Inc.
(AMOUNT)

(DATE)

8183

H209840

\$ 7.99

4-17-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from 6-1-57

Time Extensions: None

Completion Date: Jan. 31, 1958

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 18, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 18 1958

GRW.

NOTED ON CARD

GRW.

RECEIVED
APR 8 1958

FOR FILING

I-5-211
4949

April 7, 1958

736
Mrs. Evelyn A. Roberts
3405 N. E. Clackamas Street
Portland 13, Oregon

Dear Mrs. Roberts:

We have reviewed the matter of damage as set forth in your letter of March 23. We find that, essentially, these are the same matters of damage that have been previously discussed with your attorney and for which we have been unable to justify paying you. On January 17, 1957, Mr. Robert L. May, Jr., Acting Chief Counsel for the Highway Department, addressed a letter to your attorney, Mr. Edwin D. Hicks, in which he stated the position of this Department. It is my understanding that the insurance company for our contractors on this project, who were Gibbons and Reed, went into the matter of damage to your property quite thoroughly with you and were unable to determine any liability on the contractors' part.

In the matter of the drain pipe which was disrupted at one time, I find that the same has been reconnected and is in operation.

The slope of the cut bank about which you complained is a standard cut slope and was designed to stay within our property. If you desire to plant this slope to grass or shrubbery we will be most pleased to cooperate with you. If such is your wish you may contact Mr. David Moehring, District Maintenance Superintendent, 9200 Holoughlin Boulevard, Portland, who will advise you.

Very truly yours,

M. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. David Moehring
Mr. A. G. Skelton

LHY:jc fn

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENTAL CORRESPONDENCE

Portland, Oregon

April 12, 1958

1200 Ave.-42nd Avenue
Hawfield, Oregon
Contract No. 4947

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Reference is made to your letter of March 27, 1958 with a copy of a letter from Mrs. Evelyn A. Roberts, regarding damage to her property, and dissatisfaction with our construction work adjacent to her property.

Mrs. Roberts' complaint is one of long standing, and apparently originated about October 1946. Since that time, Mrs. Roberts has been complaining about cracked walls and ceilings in her home, feeling these were the result of construction work in the vicinity. She has also complained constantly about the street construction on the east side of her property, which is adjacent to the constructed "CH" line at 42nd and Clackamas Street. The "CH" line was constructed as a future city street and no property was acquired from Mrs. Roberts. She complains that the contractor's men knocked down her fence, but we have no knowledge of such occurring. The fence she mentions is an old wooden picket type fence along the back part of her east line, and apparently has been ripped in places, which could occur due to "old age." Our inspectors on the project indicate they have no knowledge that this fence was knocked down by the contractor's forces.

The drain line she mentions is a drain line from the roof drains, which was under the sidewalk into the gutter on Clackamas Street. The portion under the sidewalk was disturbed in reconstructing the sidewalk, and assurance has been given by our inspectors that this was reconnected at the time the sidewalk was reconstructed. I contacted Mrs. Roberts, who stated that this drain line is now functioning, but that she had had it cleaned out and some cement was removed.

Mrs. Roberts' previous claim of damage to the building was referred to Gibbons and Reed, contractors, and it is our information that their insurance company contacted Mrs. Roberts, and denied any responsibility for damages. Claim for damages was then pressed by Mr. Edwin C. Hicks, attorney with Hicks, Davis, Tongue and Hale, who presented a claim to the right of way department through S. N. Maynew, listing repair costs of \$410. This claim apparently was processed through the right of way department, and on January 17, 1957, Mr. Robert L. May, Jr., Acting Chief Counsel, advised Mr. Hicks that the State Highway Commission is without authority to pay Mrs. Roberts' claim.

Tom Edwards, Attn. L. H. Young -2-

April 1, 1958

I am enclosing for your information, copies of letters in our file regarding Mrs. Roberts' claim, and it is apparent that with Mr. May's letter to Mr. Hicks, that her claim for damages to her building was closed as far as our department is concerned.

I contacted Mrs. Roberts, who is quite persistent in the claim that our construction work caused cracks in her home, and it could be also the result of old age, as the cracks appear to be as Mr. Mayhew has stated, similar to those which often appear in older houses, such as the Roberts' home. It is recommended that no further action be taken in regard to the damage claim, other than possibly re-affirm our position as stated by Mr. Robert May.

Mrs. Roberts has installed a fence on the front portion of her easterly line, consisting of metal posts and wire strands, and feels that we should construct a new fence for her to replace this one, and since no fence existed prior to our construction work, it is recommended that this request be denied.

Mrs. Roberts objects to the cut slope along the east side of her property, which is a maximum of approximately 3 feet above the top of the curb. It appears that the constructed slope is approximately a 1-1/2:1, although at the Blackhawk street end, due to a slide berm behind the curb, the slope may be slightly steeper than this. Mrs. Roberts' final request to me was that we should at least plant lawn on the slope, although she would prefer to have the slope lessened. Mrs. Roberts is apparently going to attempt to get us to do something, and since her entire claim has been processed and denied, it is recommended that no further action be taken.

It is noted in Mrs. Roberts' letter, that she received a small settlement from her private insurance company, which took care of some repairs inside the house.

Mr. James Don, resident engineer, has advised that in conversation with Mrs. Roberts, she informed him that her insurance settlement was around \$600. When I talked to Mrs. Roberts yesterday, I mentioned the claim presented by her attorney, Mr. Hicks, in the amount of \$810, and she said that was about what her insurance company paid her. This information is submitted for what it is worth.


L. H. YOUNG
Assistant Division Engineer

AED:w
Encl.

cc. James Don
S. S. Mayhew

3405 N. E. Clackamas St.
Portland 13, Oregon

March 23, 1958

Mr. Williams, Chief Engineer
Oregon State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Ore.

PLEASE RETURN TO
FORREST COOPER

Dear Sir:

After having waited for months and months for some kind of a settlement from the City or State regarding the damage done to my property, I am writing you to see if you can help me. I have been to see many State officials but so far all I have is promises. At no time have I received any money from the City or State as has been circulated in your Department. My private insurance company (The Loyalty Group) did make a small settlement which took care of some repairs inside the house. This work was done before the street was put in next to me. I do not need to tell you that with four big machines right in back of my house and two no less than 12 ft. from my windows, how much damage has been done.

Many of your officials have called at the house, looked it over and have said it is a qualified, justifiable claim. I will not go into details. The evidence is here. Either come yourself or send anyone you wish to see it.

I am an elderly lady, no relations, and I am living on a railway retirement pension of \$55.80 per month. I do sewing for a living.

They tore up my drain pipe and as far as I know, it has never been connected. When I spoke to one of the contractor's men about replacing the drain pipe, he said: "Lady, I can't do it, I would get my head in a noose." They also knocked down my fence, which I have propped up temporarily. They have cut the bank right off at my property line, leaving it in a very messy condition, one foot from my oil tank. They have left a rough bank the complete length of my property (100 ft.) and nothing can be done with it except either a cement wall or a rockery, both of which are very expensive. Directly opposite me, the man has 10 ft. of city ground, a 5 ft. sidewalk and they have left him a gentle slope that can very easily be planted to grass. My side has been left so nothing can be done with it.

Surely the State of Oregon does not want this kind of an advertisement. I am not desirous of a court procedure but I do think it could be settled out of court in a justifiable manner by someone like yourself.

Very truly yours,

Mrs. Evelyn A. Roberts

(Mrs. Jay K. Roberts)

RECEIVED
MAR 26 1958

OREGON STATE HIGHWAY DEPARTMENT
(date)

March 21, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1949
(VOUCHER NO.)

9 Final
(WARRANT NO.)

Warren Northwest, Inc.
(AMOUNT) (DATE)

6115

H207717

\$ 22,278.94

3-21-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from 6-1-57

Time Extensions:

None

Completion Date:

Jan. 31, 1958

Date Accepted:

Feb. 27, 1958

Penalties:

None of record

Claims:

None of record

Remarks:

Date: Mar. 21, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed MAR 24 1958
EDW.

NOTED ON CARD
DM

RECEIVED
MAR 17 1958

FOR FILING

4949

Mar. 14, 1958

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
801 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4949 for paving on the Union Ave.-42nd Ave. Section of the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Warren Northwest, Inc., on Jan. 31, 1958, and was formally accepted by the Highway Commission on Feb. 27, 1958.

Final payment in the amount of \$22,278.94 will be released to the contractor on or after Mar. 24, 1958. The total contract amount is \$298,716.98, of which amount \$13,613.23 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

DM

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

I 322
4949

For Week Ending February 8, 1958

Section Union Ave. - 42nd Ave.	Kind of work Grading, paving & stone base
Highway T.H. Banfield County Multnomah	Section prefix 26-1081
Contractor Warren Northwest Inc.	Contract number 4949
Date of contract May 16, 1957	Specified work days 100
Date work started June 1, 1957	Work days used 69
Project authorization \$ 339,153.19	Per cent of time elapsed 69 %
Exclusive of engineering \$ 315,035.63	
Estimated cost of completed project, exclusive of engineering \$ 316,939.49	
Estimated per cent overrun or underrun 0.64 %	
Per cent of contract completed, based on total contract price 100 %	
Engineering authorization \$ 24,117.56	
Engineering cost to date \$ 24,162.17, 100.18 %	Date project was completed January 31, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed
 Semi-Final Estimated submitted to Division office Friday.

CONSTRUCTION DIVISION
RECEIVED

FEB 10 1958

NOTED ☒ ☒ ☒ ☒ ☒
 CE AGE AGE COE

NOTED
 C. E. PAULSEN

Signed James Don
 James Don, Resident Engineer
 Address P.O. Box 4699, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Showers		
Saturday			

1340433

RECEIVED
FEB 4 - 1958

FOR FILING

4749

February 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on January 1, 1958, on Contract No. 4949, Union Avenue-2nd Avenue Section, in Multnomah County, in connection with Federal Aid Project No. I-323(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:or
cc: Clarence G. Swenson

RECEIVED
JAN 14 1958

FOR FILING

06-35

January 7, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-323(21), Union Ave.-
42nd Ave. Sec., T. E. Bonfield Express-
way - Contract No. 4049, Order for State
Force Work No. 235

Dear Sir:

The above work order, forwarded with your letter of December 10, 1957, provides for installation by State forces of horizontal drains and drainage repair at several locations between Stations 23+00 and 85+00.

The proposed work is necessary to remedy poor subgrade drainage conditions that have resulted in damage to fill slopes and curbs. Estimated cost of the work is \$6,000.00 with Federal participation of \$5,400.00.

The contractor is not equipped to do this type of work, whereas, the State has specialized equipment and trained crews which should enable them to accomplish it more economically. Also, the amount is too small to be contracted economically. For these reasons, we are approving the use of force account methods as being in the public interest.

Very truly yours,

C. G. FOLK
Division Engineer

Encl.

RECEIVED
DEC 17 1957

FOR FILING

4949

December 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering removal of slides on the Union Avenue—42nd Avenue Section of the T. H. Banfield Expressway in Multnomah County, Contract No. 4949, in connection with Federal Aid Project No. I-323(21).

It is necessary to remove slide material between the roadway and railroad, and which is encroaching on the railroad. As an emergency measure, the contractor was requested to start work removing the slide. Old concrete will be used at the toe of the slope to retard further movement. Pit run gravel will be placed as backfill under price agreement No. 2.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:or
Encl.

RECEIVED
C 12 17

FOR FILE

1-22-57

4217

December 10, 1957

Mrs. C. G. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 235 covering horizontal drains and drainage repair on the Union Avenue-42nd Avenue Section of the T. H. Hatfield Expressway in Multnomah County, Contract No. 1949, in connection with Federal Aid Project No. 1-323(21).

This order is to replace State Force Order 235 submitted to you October 22, but not yet approved. This order covers additional horizontal drilling and drainage repair where water under the roadbed is causing erosion, sloughing on the railroad and cuts to break away from the pavement. The contractor is not equipped to do this work. The state has the necessary special equipment and crews. The amount is too small to be done economically by separate contract. Equipment rental rates will conform to the established schedule.

Your approval of this order on force account basis with state forces is requested.

The total amount of the order is \$6,000.00 with federal participation of \$5,400.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
OCT 25 1957

FOR FILING

4949

October 22, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 235 covering drilling horizontal drains on the Union Avenue-4th Avenue Section of the T. H. Benfield Expressway in Multnomah County, Contract No. 4949, in connection with Federal Aid Project No. I-323(21).

This work is necessary to relieve water conditions which have developed after recent rains causing slides and curbs to break away from the pavement. The contractor is not equipped with the necessary boring machinery. The State has the special equipment, operated by experienced crews, to do the work more economically than by separate contract.

The total estimated cost under the order is \$3,000.00 with Federal participation of \$2,700.00.

Your approval of this order on Force Account basis with State forces is requested.

Very truly yours,

W. C. Hillman
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

RECEIVED
OCT 10 1957

FOR FILING

4749

October 8, 1957

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering slide removal and installation of a catch basin on the Union Ave.-42nd Ave. Section of the T. H. Benfield Expressway in Multnomah County, Contract No. 4949, in connection with Federal Aid Project No. I-323(21).

Water from Flanders St. at 7th Ave. has caused a slide on the OB3 line at Station 28+70. This work is necessary to remove the slide material from the area and to install a catch basin to collect the water and prevent a recurrence of the slide.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
SEP 21 1957

FOR FILING

7 - 1 - 11

September 19, 1957

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 271 covering planting shrubs and trees on the Union Avenue-2nd Avenue Section of the T. H. Hamfield Expressway in Multnomah County, Contract No. 1949, in connection with Federal Aid Project No. 1-323(21).

This order covers moving plantings from the Vancouver Bridge area directly to this project. The work was an anticipated extra work item on this project. The contractor was not equipped to do the work when it was necessary to move the shrubs from the other construction project. Approval of this order using state forces is requested.

Equipment serial numbers will conform to the estimated schedule.

The total amount of this order is \$2,400.00 with Federal Participation of \$2,160.00.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

ENC-2

RECEIVED
10-11-57
FOR FILING
I-323(21)
4949 06-35

file

August 20, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-323(21), Union Avenue-
42nd Avenue Section of the T. H. Banfield
Expressway, Contract No. 4949

Dear Sir:

We are returning, without approval, all copies of Order for State Force Work No. 230, covering rearrangement of Lloyd Corporation, Inc. sprinkling system along the borrow area on the location of the future 16th Avenue ON ramp.

Your August 6 letter stated that the work is to be done by the Lloyd Corporation and is a State obligation established in connection with the right-of-way settlement. This is purely a right-of-way consideration and since no Federal-aid right-of-way acquisition is programmed for the subject project, there can be no Federal participation in the cost of reimbursement.

As the work involves only facilities that are owned and used by the Lloyd Corporation and since no public utility is concerned, it is not considered within the scope of General Administrative Memorandum 300.

Very truly yours,

C. G. Polk
Division Engineer

By

E. H. Cowan
Acting Division Engineer

Attachments

*Original to
Mr. Robert*

RECEIVED
AUG 12 1957

FOR FILING

47-11

August 6, 1957

Mr. C. C. Zell
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Road Work No. 230 covering reconstruction of the Lloyd Corporation, Inc., operating system on the 10th Avenue-43rd Avenue section of the S. E. Portland Freeway in Multnomah County, Contract No. 444, in connection with Federal Aid Project No. 1-303 (2L).

This work is necessary to clear the heavy area on the 10th Avenue connection. The obligation of the State to maintain the Lloyd Corporation for the work is established by letters of the Assistant Council, copies of which are attached. Copies of the Corporation's estimate are also attached. Work to be done by the Corporation.

Your approval of this order under the provisions of ORS-300 is requested.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Harold Cooper
Deputy State Highway Engineer

Enclosure

cc: Mr.

RECEIVED
JUL 2 1957

FOR FILING

I-323 (21)
4949

July 1, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 10, 1957,
on Contract No. 4949, Union Avenue-42nd Avenue Section in Multnomah
County, in connection with Federal Aid Project. No. I-323(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP:or

RECEIVED
JUL 1 1957

FOR FILING

June 28, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Road
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering revision of Lloyd Corporation, Inc., water main on the Union Avenue-42nd Avenue Section of the T. H. Benfield Expressway in Multnomah County, Contract No. h949, in connection with Federal Aid Project No. I-323(21).

In order to make the necessary borrow along the line of the 16th Avenue Interchange, and to eventually construct the interchange, it is necessary to revise the water mains and sprinkling system of the Lloyd Corporation on each side of the "D" line. This Order for Extra Work provides for the contractor to revise the water mains.

Very truly yours

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
BHP:or

RECEIVED
JUN 27 1957

FOR FILING

FORM 2-301-27,900-2-57-1477

I-323 (21)

4141

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 26, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The subcontract between Warren Northwest, Inc. and J. C. Denton & Sons, covering installation only of Items 19 and 20 and all of Item 22 on the Union Avenue-42nd Avenue Contract No. 4949, Oregon I-323 (21) is approved, and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

cc to: Forrest Cooper ✓
C. G. Polk (2)

RECEIVED
JUN 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 26, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The subcontract between Warren Northwest, Inc. and John
Luyben & Son, covering Items 1, 2, 5 through 11 inclusive, and 24
on the Union Avenue-42nd Avenue Contract No. 4949, Oregon UI-323(21),
is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

RAP:ob

cc to: Forrest Cooper ✓
C. G. Polk (2)



RECEIVED
JUN 1 1957

FORM 8-55-27,000-2-57-1477

I-323 (21)

4949

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 26, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

L

The subcontract between Warren Northwest, Inc. and the Pacific Concrete Company covering Items 12 through 18, inclusive, on the Union Avenue-42nd Avenue Contract No. 4949, Oregon I-323(21), is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
JUN 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1957

FOR FILING

7-5-57

4747

June 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering reconstruction of manhole on the Union Avenue-42nd Avenue Section of the T. H. Banfield Expressway in Multnomah County, Contract No. 4949, in connection with Federal Aid Project No. I-323(21).

Due to revised alignment of the temporary detour, the manhole at Station 17+60 must be raised 13.5 feet. It will also be necessary to lower the manhole when the temporary connection is removed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUN 12 1957

COMMISSIONERS
FOR FILING

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

ROBERT B. CHERSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

4441

June 11, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 4949, awarded May 16, 1957
for paving on the Union Ave.-42nd Ave. Section
of the T. H. Banfield Expressway in Multnomah
County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

Encl.

RECEIVED
MAY 19 1957

FOR FILING

4949

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

May 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4949 for Oregon Project I-323(21), Union Avenue-42nd Avenue Section (Paving) of the T. H. Banfield Expressway, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of \$295,869.50 at today's bid opening.

Very truly yours,

C. G. Folk
C. G. FOLK
Division Engineer

W. C.

28-1022 Moro-Gress Valley and S. 1957
Unit, Madras-Culver Jct.
#4950 Shoulder Oiling Proj.

RECEIVED
MAR 17 1958

FOR FILING

NOTED
W. C. WILLIAMS

March 7th, 1958

FINAL COST ANALYSIS

More-Grass Valley and S. Unit,
Madras-Gulver Junction Section

The Dalles-California Highway

4950

Contract #4950

Babler Bros., Inc., Contractors
Lowell M. Stratton, Resident Engineer

Prefix No. 28-1022

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Shldrs.	11.34	Mile	\$200.00	\$130.18	\$ 1,476.28	\$ 2,268.00
Furnish and Place Aggregate	616	Cu. Yd.	6.00	5.42	3,337.26	3,696.00
Hauling Aggregate	3,064.5	Yd. Mi.	0.10	0.095	292.46	306.45
Placing "	858	Cu. Yd.	1.25	0.992	851.34	1,072.50
120-150 Asphalt	95.19	Ton	44.00	43.53	4,143.65	4,188.36
RS-1 Asphalt	57.24	"	48.00	45.99	2,632.45	2,747.52
Force Account (State Share of Flagging Cost)					99.35	99.35
					\$12,832.79	\$14,378.18

Gross Revenue

\$14,378.18

Total Cost

12,832.79

Net Profit

\$ 1,545.39

Net Profit Equals 10.7% of Gross Revenue



Babler Bros., Inc.

Detail of Cost

Labor:

Labor and Supervision	\$1,650.21	
Labor Insurance	124.43	
Health and Welfare	<u>47.63</u>	
		\$ 1,822.27

Materials:

120-150 Asphalt	95.19 Tons at \$26.64	\$2,535.87	
Freight on 120-150 Asphalt	95.19 " " 6.29	598.92	
RS-1 Asphalt	57.24 " " 28.80	1,648.51	
Freight on RS-1 Asphalt	57.24 " " 6.23	357.01	
Oil Rock Bought		<u>2,772.00</u>	
			7,912.31

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	\$2,125.31	
Gas, Oil & Grease	398.33	
Small Tools & Misc. Supplies	106.25	
Bond	81.37	
Home Office & General Overhead	<u>386.95</u>	
		<u>3,098.21</u>

Total Cost	\$12,832.79
------------------	-------------

Remarks:

This was a "State Project" calling for the construction of 11.34 miles of oil mat wearing surface and Type O-9 on highway shoulders. The project was bid May 16th, 1957. Work started August 5th, 1957 and the project was completed August 9th, 1957.

On August 5th, 1957 the contractor moved in a complete oiling outfit consisting of blade, 2 rollers, 2 distributors, 1 $\frac{1}{2}$ -yard loader and seven 6 cu. yd. trucks. Aggregate used on the Moro-Grass Valley Section was taken from State stockpiles, and the aggregate used on the Madras-Culver Section was bought from a commercial plant and delivered to the job at \$4.50 per yard. The project was completed in 5 working days.

The contractor, having good prices with good production, realized a fair profit from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
OCT 16 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

October 14, 1957

Filed

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

23268

2 Final
H193902

Babler Bros., Inc.
\$ 500.00

10-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 6-1-57

Time Extensions: None

Completion Date: Aug. 8, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

OCT 15 1957
SC

RECEIVED
SEP 27 1957

FOR FILING

Sept. 26, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4950 for shoulder oiling on the Moro-Grass Valley and S. Unit, Madras-Culver Junction Section of the California Highway in Sherman and Jefferson Counties was completed by the contractor, Babler Bros., Inc., on Aug. 8, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$500.00 will be released to the contractor on or after October 7, 1957. The total contract amount is \$14,378.18, of which amount \$99.35 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Done

RECEIVED
SEP 5 - 1957

FOR FILING

SEP 10 1957
4750

September 5, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc. on contract No. 4950, covering shoulder oiling on the Moro-Grass Valley & S. Unit Madras-Culver Junction Section of the Sherman and The Dalles-California Highways in Sherman and Jefferson Counties. This payment, in the amount of \$13,878.18 will be released to the contractor on or after September 15, 1957. The retained percentage is \$500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

7-557

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 23, 19 57
Culver Jct.

Section Moro-Grass Valley & S. Unit, Madras/ Kind of work Shoulder Oiling
The Dalles-Call Junction,
 Highway County Sherman & Jefferson Section prefix 28-1022
 Contractor Babler Bros., Inc. Contract number 4950
 Date of contract May 16, 19 57 Specified work days 90
 Date work started August 6 19 57 Work days used 48
 Project authorization \$ 19,905.75 Per cent of time elapsed 53 %
 Exclusive of engineering \$ 18,490.23
 Estimated cost of completed project, exclusive of engineering \$ 16,686.20
 Estimated per cent overrun or underrun 9.8 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 1,415.52
 Engineering cost to date \$ 1,301.79 Total Cost % Date project was completed August 8 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate and final records submitted to the Division Office.

Final Report.

CONSTRUCTION DIVISION
RECEIVED

AUG 26 1957

NOTED

NOTED

☒ ☒ ☒ ☒ ☒
 CE ACE ACE

G. E. PAULSEN

Signed

Address Box 56 Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.
 State Printing 124

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				11.34	
Miles partially completed					
Miles completed				11.34	
Total estimated quantities (contract)				160	
Total quantities corrected to date					
Estimated quantities moved or placed to date				152.43	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

CONSTRUCTION DIVISION

RECEIVED

APR 11 1964

FILED

RECEIVED
JUN 12 1957
FOR FILING



COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FERRELL COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 11, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 4950, awarded May 16, 1957,
for shoulder oiling on the Moro-Grass Valley & S. Unit,
Madras-Culver Junction Section of the Sherman and
The Dalles-California Highways in Sherman and Jefferson
Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

Encl.

S-295(4) Shaniko-Antelope Sec. of 1957
the Shaniko-Fossil Hwy.
#1957 (grading and oiling)

RECEIVED
MAY 21 1958

W.C. Williams

FINAL COST ANALYSIS W. C. WILLIAMS

May 15, 1958

FOR FILING

Shaniko-Antelope Section
Contract No. 4951 McNutt & Sons, Inc., and Lee F. Philpott, Contr's.
L. M. Stratton, Resident Engineer

Shaniko-Fossil Highway
Prefix 133-1950

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All		\$ 5,000	\$	\$ 1,693.73	\$ 5,000.00
Drainage Excav., Unclass.	336.3	Cu. Yds.	5.00	2.05	692.18	1,681.50
Blade Grader	618	Hours	11.25	11.21	6,932.04	6,952.50
Power Shovel	132.5	Hours	15.00	13.72	1,818.70	1,987.50
Tractor and Dozer	392.25	Hours	16.00	14.46	5,675.13	6,276.00
Self-powered Scraper	197.5	Hours	20.00	21.73	4,292.87	3,950.00
Dump Trucks	141.1667	Hours	7.20	7.79	1,100.48	1,016.40
Air Compressor	123.333	Hours	6.00	6.81	840.07	740.00
Jack Hammer	123.333	Hours	5.00	3.73	460.07	616.67
Explosives	804	Lbs.	0.30	0.33	265.03	241.20
18" Corrugated Metal Pipe	240	Lin. Ft.	4.38	4.47	1,073.75	1,051.20
12" Corrugated Metal Pipe	320	Lin. Ft.	3.78	3.44	1,100.92	1,209.60
24" Corrugated Metal Pipe	54	Lin. Ft.	7.12	6.67	360.59	384.48
30" Corrugated Metal Pipe	42	Lin. Ft.	8.12	8.00	336.02	341.04
36" Corrugated Metal Pipe	20	Lin. Ft.	14.51	13.16	263.32	290.20
12" Concrete Pipe	120	Lin. Ft.	2.38	2.02	243.33	285.60
18" Concrete Pipe	138	Lin. Ft.	4.15	3.92	504.42	572.70
24" Concrete Pipe	27	Lin. Ft.	5.90	5.21	140.87	159.30
30" Concrete Pipe	15	Lin. Ft.	8.00	7.11	106.69	120.00
4" Sewer Pipe	12	Lin. Ft.	1.10	0.97	11.63	13.20
2½"-0 Rock in Base	28,532	Cu. Yds.	1.70	2.58	73,531.14	48,504.40
3/4"-0 Rock in Base	6,793	Cu. Yds.	2.15	3.35	22,809.54	14,604.95
Sprinkling	3,272	M-gals.	3.50	2.18	7,154.24	11,452.00
*Preparation of Base	8.05	Miles	200.00	53.44	430.26	1,610.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Revenue (Gross)
*3/4"-0 Rock in Binder	965	Cu. Yds.	\$ 3.65	\$ 2.92	\$ 2,820.25	\$ 3,522.25
*Furn. & Place Aggregates	4,800	Cu. Yds.	3.80	3.10	14,898.16	18,240.00
*RC-3 Asphalt in Binder	156.58	Tons	45.00	45.20	7,086.56	7,048.10
*120-150 Asphalt	351.74	Tons	44.00	42.13	14,821.87	15,476.94
*RS-1 Asphalt	101.89	Tons	46.00	44.15	4,498.53	4,686.94
PA #2 Add. 2 1/2"-0 Rock in Base	5,525	Cu. Yds.	1.70	2.58	14,275.29	9,392.50
PA #3 3/4"-1/2" Agg. in Stockpile	83.7	Cu. Yds.	1.25	1.995	166.98	104.63
PA #3 1/2"-1/4" Agg. in Stockpile	277.8	Cu. Yds.	1.25	1.995	554.21	347.25
Screen Rejects on Road	330	Cu. Yds.	0.25	0.25	82.50	82.50
Haul Screen Rejects on Road	752.5	Yd. Mile	0.12	0.12	90.30	90.30
*Force Account (State's Share of Flagging Cost)					167.17	167.17
					\$191,298.84	\$168,216.64

*Work Done All or in Part By J. C. Compton Co.

	Revenue	Cost	Profit	Loss	% Profit	% Loss
McNutt & Sons, Inc., and L. Philpott	\$129,919.01	\$158,186.13		\$28,267.12		21.7%
J. C. Compton, Inc.	38,297.63	33,112.71	\$5,184.92		13.5%	
	\$168,216.64	\$191,298.84		\$23,082.20		13.7%

McNutt & Sons, Inc. & L. Philpot

Detail of Cost

Laber:

Labor and Supervision	\$48,367.40	
Labor Insurance	<u>8,071.91</u>	\$ 56,439.31

Materials:

12" Corr. Metal Pipe Incl. Bands	\$ 720.30	
18" " " " "	720.78	
24" " " " "	255.92	
30" " " " "	240.37	
36" " " " "	196.88	
12" Concrete Pipe	141.60	
18" " "	324.30	
24" " "	94.50	
30" " "	75.00	
4" Sewer Pipe	<u>6.00</u>	2,775.65

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	\$51,745.94	
Hired Trucks	26,128.14	
Gas, Oil and Grease	7,977.42	
Explosives	4,733.97	
Electric Power	2,380.60	
Small Tools & Misc. Supplies	1,247.86	
Freight & Cartage	961.20	
Bond	664.74	
Home Office & General Overhead	<u>3,131.30</u>	98,971.17

Total Cost \$158,186.13

J. C. Compton

Detail of Cost

Labor:

Labor and Supervision	\$4,519.90	
Labor Insurance	<u>360.63</u>	
		\$ 4,880.53

Materials:

RC-3 Asphalt	156.58	Ton at \$29.75	\$4,658.26	
Freight on RC-3 Asphalt	156.58	" " 7.80	1,221.32	
120-150 Asphalt	351.74	" " 27.00	9,496.98	
Freight on 120-150 Asphalt	351.74	" " 7.80	2,744.04	
RS-1 Asphalt	101.89	" " 28.80	2,934.43	
Freight on RS-1 Asphalt	101.89	" " 7.80	<u>794.74</u>	
				21,849.77

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	\$3,227.52	
Hired Equipment	784.94	
Gas, Oil & Grease	919.50	
P.U.C. Fees	170.04	
Small Tools & Misc. Supplies	129.10	
Bond	186.86	
Home Office & General Overhead	<u>964.45</u>	
		<u>6,382.41</u>

Total Cost	\$33,112.71
----------------------	-------------

Breakdown of Crushing Cost

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up	47,289.5	Cu. Yd.	\$ 9,087.63	\$0.192
Drill & Shoot	"	" "	11,780.51	0.249
Load & Haul to Crusher	"	" "	20,965.55	0.443
Crushing	"	" "	<u>33,685.17</u>	<u>0.712</u>
Cost at Plant	47,289.5	Cu. Yd.	\$75,518.86	\$1.596
Haul & Stockpile	13,919.5	" "	<u>5,556.10</u>	<u>0.399</u>
Total Cost			\$81,074.96	\$1.995

The crushing plant operated 551 hours to produce 47,289.5 cu. yd.
for an average production of 85.8 cu. yd. per working hour.

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of grade widening and shaping of 8.05 miles of highway, construction of 8.05 miles of stone base and shoulders and the construction of 8.05 miles of Type O-11 oil mat wearing surface with binder course. The project was bid May 16th, 1957. Work started May 27th, 1957 and the project was completed October 1st, 1957.

On May 27th, 1957 the contractor moved in a blade, D-8 cat and dozer and started clearing. Due to very light clearing, hand labor was used to complete the clearing and grubbing. All grading was completed by equipment on the hourly rate.

On July 8th, 1957 the contractor started moving a complete crushing unit into the state-controlled quarry located on the easterly side of and adjacent to the highway at Station 3950+00. This was a good dice rock quarry and was shot with down holes on 15-foot centers. Due to improper drilling and shooting, part of the quarry had to be reshot. Having clean rock and a shortage of fines, trouble was encountered in getting the rock to set up on the road. This resulted in extra street cost. The crushing equipment used on this project had not been used for 3 years. This resulted in costly repairs and down time. This, with extra drilling and shooting cost and extra street cost, made the base rock show a large loss.

On September 18th, 1957 J. C. Compton, subcontractor on oiling, moved in a complete oiling unit. All oiling on this project was completed in 6 working days.

The prime contractor, having fair bid prices, suffered a loss from this project due to costly repairs and down time.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
JAN 21 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 8, 1958

(CONTRACT NO.) 2754

(EST. NO.)

(CONTRACTOR)

4951

6 Final

McNutt & Sons Inc. & Lee F. Philpott

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

30707

H201054

\$ 5,299.93

1-8-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 6-1-57

Time Extensions: None

Completion Date: Oct. 1, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 9, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 21 1958
SRW.

NOTED ON CARD

am

RECEIVED
DEC 4 1957

FOR FILING

Dec. 3, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4951 for grading and filling on the Shaniko-Antelope Section of the Shaniko-Fossil Highway in Wasco County was completed by the contractor, McNutt & Sons and Lee F. Philpott, on October 1, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of \$5,299.93 will be released to the contractor after acceptance by the Commission. The total contract amount is \$168,216.64, of which amount \$167.17 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

em

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 25, 1957

Section <u>Shaniko-Antelope</u>	Kind of work <u>Grading and Oiling</u>
Highway <u>Shaniko-Fossil</u> County <u> </u>	Section prefix <u>133-1050</u>
Contractor <u>McNutt & Sons & Lee F. Philpott</u>	Contract number <u>4951</u>
Date of contract <u>May 16,</u> 19 <u>57</u>	Specified work days <u>90</u>
Date work started <u>May 27,</u> 19 <u>57</u>	Work days used <u>85</u>
Project authorization \$ <u>184,054.25</u>	Per cent of time elapsed <u>94</u> %
Exclusive of engineering \$ <u>170,965.95</u>	
Estimated cost of completed project, exclusive of engineering \$ <u>168,219.14</u>	
Estimated per cent overrun or underrun <u>1.6</u> %	
Per cent of contract completed, based on total contract price <u>100</u> %	
Engineering authorization \$ <u>13,088.30</u>	
Engineering cost to date \$ <u>10,953.27</u> , <u>83.7</u> %	Date project was completed <u>October 1,</u> 19 <u>57</u>

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Project all completed except for the removal of disposal of
 2 Oil Tanks. Withholding third notification until such time
 as the Contractor takes care of this.

Semi-Final estimate submitted to Division Office.

NOTED

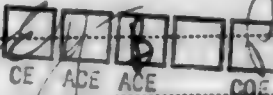
FORWARDED

CONSTRUCTION DIVISION

RECEIVED

OCT 28 1957

NOTED



Noted
 M. N. Juve

Signed

Luella M. Juve

Address

Box 56, Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
OCT 22 1957

FOR FILING

Oct. 21, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to McNutt & Sons and Lee F. Philpott a portion of the funds heretofore retained by the Commission on Contract No. 4951, for grading and oiling on the Shaniko-Antelope Section of the Shaniko-Fossil Highway in Wasco County.

This payment, in the amount of \$63,567.22, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$5,038.66. The present payment will be released on or after October 31, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

cm

RECEIVED

Contract # 49-1

Monthly Transmittal No. 8-18 SEP 5 - 1957	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 3-25(4)	FEDERAL-AID PROJECT AGREEMENT	County Wasco
		Project No. 3-295(4)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Shaniko and Antelope, Oregon 218.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4/3/57	8.1
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 179,744.15	Federal funds \$ 111,300.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By *Charles H. Rylands*
Chairman, State Highway Commission
(title)

By *W. R. McInerney*
Member, State Highway Commission
(title)

By *W. R. McInerney*
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *C. H. Tolk*
Division Engineer

Date executed by
Division Engineer **August 20, 1957**

RECOMMENDED FOR APPROVAL:
W. R. McInerney
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal Aid Secondary
Project No. S-295(4)

SHANIKO-ANTELOPE SECTION OF THE SHANIKO-FOSSIL HIGHWAY IN

WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon June 4, 1957

Type Code 5231

Roadway (Sta. 0+11 to Sta. 4121+00) (Contract No. 4951)

All Required	Clearing and Grubbing		\$ 5,000.00
340 cu.yds.	Drainage Excavation, Unclassified	85.00	1,700.00
700 hours	Blade Grader	11.25	7,875.00
200 hours	Power Shovel	15.00	3,000.00
500 hours	Tractor and Dozer	16.00	8,000.00
150 hours	Self-Powered Scraper	20.00	3,000.00
400 hours	Dump Trucks	7.20	2,880.00
200 hours	Air Compressor	6.00	1,200.00
200 hours	Jackhammers	5.00	1,000.00
2,000 lbs.	Explosives	.30	600.00
410 lin.ft.	12-inch Corrugated Metal Pipe	3.78	1,549.80
270 lin.ft.	18-inch Corrugated Metal Pipe	4.38	1,182.60
56 lin.ft.	24-inch Corrugated Metal Pipe	7.12	398.72
40 lin.ft.	30-inch Corrugated Metal Pipe	8.12	324.80
26 lin.ft.	36-inch Corrugated Metal Pipe	14.51	377.26
100 lin.ft.	12-inch Concrete Pipe	2.38	238.00
120 lin.ft.	18-inch Concrete Pipe	4.15	498.00
36 lin.ft.	24-inch Concrete Pipe	5.90	212.40
14 lin.ft.	30-inch Concrete Pipe	8.00	112.00
12 lin.ft.	4-inch Sewer Pipe	1.10	13.20
30,700 cu.yds.	2 1/2" - 0 Rock in Base	1.70	52,190.00
6,300 cu.yds.	3/4" - 0 Rock in Base	2.15	13,545.00
1,400 M-gals.	Sprinkling	3.50	4,900.00
8.05 miles	Preparation of Base	200.00	1,610.00
980 cu.yds.	3/4" - 0 Rock in Binder Course	3.65	3,577.00
5,100 cu.yds.	Furnishing & Placing Aggregates	3.80	19,380.00
160 tons	80-3 Asphalt in Binder Course	45.00	7,200.00
370 tons	120-150 Asphalt	44.00	16,280.00
110 tons	18-1 Asphalt	46.00	5,060.00

All Required

Flagging (57 1/2% of Contractors Cost)

\$162,903.78
500.00

Subtotal

\$163,403.78

10% Engr. & Cont.

16,340.37

Total

\$179,744.15

Length of Roadway. 8.045 miles
Cost of Roadway Per Mile \$22,342.34

Federal Funds.	\$111,300.00
State Funds.	<u>68,444.15</u>
	\$179,744.15

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

RECEIVED
JUL 9 1957

FOR FILING

FORM E-904-57,000-2-57-1497

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 8th, 1957

SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

I concur in your solution to the underrun on the equipment hours on the Shaniko-Antelope project and the conversion of the money to additional surfacing.

Please prepare a price agreement as suggested by you relieving us of the possibility of claim due to equipment hours underrun.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
JUL 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1957

FOR FILING

151-1
417

May 20, 1957

McNutt & Sons, Inc., and
Lee S. Philpott
432 West 11th Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 awarded to you State Highway Contract No. 4931 for the grading and oiling of the Shaniko-Antelope section of the Shaniko-Fossil Highway in Wasco County.

The award was based on your bid of \$162,903.78, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd
cc - Tom Edwards
W. H. Probert
R. G. Savage, SIAC

34-1608 Tigard Traffic Signals 1957
#4952

RECEIVED
1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 30, 1957

files

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1952 4452
(VOUCHER NO.)

Final
(WARRANT NO.)

Roebat Electric
(AMOUNT) (DATE)

29955

8200598

\$1,001.00 12/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Michener
ACCOUNTING DIVISION

Specified completion Date: 60 workdays from May 28, 1957

Time Extensions: Extended to 78 workdays

Completion Date: Sept. 20, 1957

Date Accepted: Oct. 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 30, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 30 1957
GRW.

NOTED ON CARD
em

RECEIVED
DEC 20 1957
FOR FILING

Dec. 20, 1957

CERTIFIED MAIL

American Casualty Co. of Reading, Pa.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway Contract No. 4952 for traffic signal installation on the Greenberg Road-Tigard Section of the Pacific Highway West in Washington County was completed by the contractor, Rochat Electric, on Sept. 20, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of \$1,003.00 will be released to the contractor on or after Dec. 30, 1957. The total contract amount is \$10,128.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Alfred J. Davis Co.
312 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

km

RECEIVED
DEC 10 1957

FOR FILING

41

Dec. 6, 1957

Recht Electric
4636 N. Williams Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Dec. 5, 1957, had under discussion your request for 18 days' additional time within which to complete your contract No. 4952, for traffic signal installation on the Greenberg Road-Tigard Section of the Pacific Highway West in Washington County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

P. M. Stephenson
A. G. Skalten
Robert F. Dow

NOTED ON CARD

CUM

RECEIVED
NOV 27 1957

FOR FILING

412

November 26, 1957

Oregon State Highway Commission

Request for extension of time
No. 5
December 5 and 6 meeting

Gentlemen:

Re: Tigard Traffic Signals
in Washington County
Contract No. 4-52

The Hochst Electric Company, contractor on the Tigard Traffic Signals, our Contract No. 4-52, has requested an increase in the number of workdays on this contract from 30 to 70 days.

The contractor had completed all work covered in the contract by the expiration of the number of workdays as specified. After completion of the contract work, additional work was requested by our Traffic Division. Eighteen additional days were required for the contractor to schedule this additional work with other work which he had under way.

As the increase in workdays was needed to take care of the additional work, it is recommended that this increase in number of workdays be granted. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

Attachment

PMS:mm:gm

RECEIVED
JUN 6 1957

FOR FILING

34-1128
4952

June 6, 1957

Rochat Electric
4636 N. Williams Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4952, which was awarded to you on May 16, 1957 by the State Highway Commission, for traffic signal installation on the Greenberg Road-Tigard Section of the Pacific West Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

Encl.

RECEIVED
APR 12 1957

FOR FILING

34-1608
4952

April 5, 1957

Cross Referenced To:
<u>Adm.</u>
<u>Petitions</u>
<u>3 Wash. Co.</u>
<u>1-157</u>

Mr. Ralph May, Principal
Fowler Junior High School
Tigard, Oregon

Dear Mr. May:

You headed a group that appeared before the State Highway Commission at its meeting on March 1, 1957, requesting the installation of school crossing signals at the intersection of US 99 W and Greenburg Road, and at a point in front of St. Anthony's Parochial School. You were informed that the Commission on the previous day had authorized installation of a signal at the Greenburg Road intersection at a cost of \$12,500, but would not approve the installation of the signals at St. Anthony's School because the conditions at that point did not meet standard warrant. Several members of your group spoke in behalf of the signal installation last above mentioned, and as a result thereof, the Commission instructed the Engineer to make further studies of the project.

Following this meeting an additional traffic engineering investigation was made. The results thereof were reported to the Commission at its meeting on March 28. The following is quoted from the engineer's written report on the subject:

"There have been no reported pedestrian accidents during the five-year period from 1952 to 1956 at the St. Anthony School location. Traffic counts were taken for an eight-hour period on Friday, February 8 and again on Sunday, March 17. On the Friday count, there were 3,833 vehicles during the eight-hour period and 60 pedestrians, 46 originated or went to the school. On this Friday the most serious conflict between vehicles and pedestrians occurred in the period of 3 to 4 p.m. when 636 vehicles used the highway and there were 18 pedestrians crossed.

"On Sunday, March 17, there were 3,171 vehicles in an

Mr. Ralph May -2
April 5, 1957

eight-hour period and 346 pedestrians. Practically all of the pedestrians originated or went to the church. The most serious conflict on this Sunday was between 10 and 11 o'clock with 580 vehicles and 100 pedestrians.

"National standards have been set up to judge the seriousness of any traffic conflict, and this standard for a school crossing signal, which is not a full-scale signal installation such as we would put at the intersection of major highways, is 750 vehicles and 75 school children during the maximum hour of movement. You will note that on Friday none of the figures came close to this standard. For the one hour on Sunday while the vehicular traffic was below the standard, the pedestrian volume was greater, and for this short period of time it might be considered that the standard was met."

It was pointed out in the discussion that a one-day-a-week condition, especially where a major portion of the pedestrians are adults, such as is the case at the point in question, cannot be considered as meeting the warrant, and that were the Highway Commission to accede to your request for the installation of the signal at this point, it would be placed in an embarrassing position in passing on many other requests that are received for similar installations. Moreover, it would be unfair to many others who have requested installations in the past, and have been refused. The Commission is of the belief that the schoolboy patrol that is now provided to control traffic when children are entering and leaving the school should be sufficient to properly protect the children.

The Commission gave very careful consideration to the factual information furnished by the Engineer, but could not see its way clear to approve the signal installation at this place.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ejd

cc - F.B. Crandall

April 4, 1957

Honorable Robert D. Holmes
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor Holmes:

Pedestrian crossing at
St. Anthony School in Tigard

The State Highway Commission at its meeting in Portland on March 28-29 again considered the request for a traffic signal at the St. Anthony School pedestrian crossing in Tigard. On the basis of facts gathered in the original investigation and additional facts gathered at the time of an investigation on March 17, the Commission again denied the request for the signal installation. The decision was based on the following facts pertinent to the situation.

The question as to whether a traffic signal should be installed at any point of conflict between vehicles and pedestrians is one that comes up many times each year. Every signal that is installed, while it may reduce danger to cross traffic, increases the probability of rear-end collisions on the main thoroughfare. This matter has received intensive study by traffic experts throughout the nation. In accordance with the general opinion of these experts, a minimum warrant for the installation of signals has been established by national authorities. This minimum warrant is a traffic volume of 750 vehicles conflicting with 75 pedestrians during the maximum hour of pedestrian movement.

When we received the request for the installation of a pedestrian school-crossing signal at St. Anthony School in Tigard, our Traffic Engineering Division made a complete investigation of the situation. The St. Anthony School is situated in the middle of a block between Johnson Avenue and McKensie Avenue on the westerly side of US99W in Tigard. Being in the middle of the block, there is no vehicular cross traffic. The traffic survey was made for an 8-hour period between 8 a.m. and 4 p.m. on Friday, February 8, 1957. During this 8-hour period, there were 3,833 vehicles on US99W and, during this entire time, only 60 pedestrians crossed US99W, of whom 46 were school children. The maximum hour of conflict was between 3 p.m. and 4 p.m. when 636 vehicles passed the school and a total of 18 pedestrians crossed the highway, 17 of whom were school children.

Honorable Robert D. Holmes - 2

April 4, 1957

In a later request for reconsideration of the signal installation, the point was made that church services on Sunday would materially increase the volume of pedestrians using the crossing. A second traffic survey was made on Sunday, March 17, between the hours of 6 a.m. and 2 p.m. This showed that in this eight hours the total vehicular volume was 3,171, and 346 pedestrians crossed the highway. The maximum conflict occurred between the hours of 10 a.m. and 11 a.m. when 580 vehicles traveled on the highway and 100 pedestrians crossed the street.

You will note that neither during the weekday traffic nor on Sunday did the traffic volume approach, even closely, the minimum warrants recommended by national authorities, except for one hour on a Sunday when the majority of the pedestrians were adults.

At present there is a pedestrian crossing lane in front of the St. Anthony School, and a schoolboy patrol is provided to control traffic when children are entering or leaving the school. In the past five years, from 1952 through 1956, there have been no pedestrian accidents reported at this crossing. In view of the traffic volumes, the accident record, and the success which has been had with the schoolboy patrol, the installation of a signal at this point is not warranted and in our opinion would create a hazard to vehicular operation overbalancing any benefit to pedestrians.

At the time the initial request for a signal at the St. Anthony School was received, the question of signaling the Greenburg Road intersection north of the railroad crossing in Tigard was also under consideration. This intersection is one in which there is a very considerable conflict with cross traffic by vehicles. Our traffic count on February 7, 1957 showed that 10,833 vehicles entered the intersection over a 24-hour period and that 2,139, or 20 per cent of these vehicles, entered from the side streets. There is also a very heavy left-turn movement leaving US99W and proceeding toward the business district of Tigard. During a 16-hour period of count, there were 258 pedestrians crossing US99W, of whom 170 were school children. During the 5-year period of 1952 through 1956, there were 22 reported accidents at the intersection, with 12 personal injuries. Nine of these accidents were of a type which might have been prevented by traffic signals.

You will note that the traffic volumes, both vehicular and pedestrian, and the accident record at the Greenburg crossing is altogether different than the record at the St. Anthony School and, in our opinion, justified the signal installation at the Greenburg Road intersection.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Parnen
Mr. F. B. Crandall

GSP:gm WCW:hi

RECEIVED
MAR 26 1957

FOR FILING

March 25, 1957

Oregon State Highway Commission

Re: Request for Traffic Signal at
St. Anthony School in Tigard

Gentlemen:

Pursuant to your direction at the last Commission meeting, our Traffic Engineering Division has made further investigation of the situation near the St. Anthony School in Tigard.

There have been no reported pedestrian accidents during the five-year period from 1952 to 1956 at the St. Anthony School location. Traffic counts were taken for an eight-hour period on Friday, February 8 and again on Sunday, March 17. On the Friday count, there were 3,633 vehicles during the eight-hour period and 60 pedestrians crossed the highway during that same period. Of these 60 pedestrians, 40 originated or went to the school. On this Friday the most serious conflict between vehicles and pedestrians occurred in the period of 3 to 4 p.m. when 636 vehicles used the highway and there were 18 pedestrians crossed.

On Sunday, March 17, there were 3,171 vehicles in an eight-hour period and 346 pedestrians. Practically all of the pedestrians originated or went to the church. The most serious conflict on this Sunday was between 10 and 11 o'clock with 500 vehicles and 100 pedestrians.

National standards have been set up to judge the seriousness of any traffic conflict, and this standard for a school crossing signal, which is not a full-scale signal installation such as we would put at the intersection of major highways, is 750 vehicles and 75 school children during the maximum hour of movement. You will note that on a Friday none of the figures came close to this standard. For the one hour on Sunday while the vehicular traffic was below the standard, the pedestrian volume was greater, and for this short period of time it might be considered that the standard was met.

A one-day-a-week condition, and especially as in this case where a major portion of the pedestrians are adults, cannot be considered as meeting the warrant. I realize the concern which these people have for their children, but if we should accede to this request, we should in all fairness put in many others that have been refused in the past.

Very truly yours,

GSP:gn fn

cc Mr. G. S. Paxson
Mr. F. B. Crandall

W. C. Williams
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 22, 1957

SUBJECT: Request for Traffic Signal
 St. Anthony School
 Tigard
 US99W - M.P. 9.46

To: G. S. Paxson
 Assistant State Highway Engineer
 Office

The above matter is one which was considered at the last Commission meeting, with the Commission denying the request for signal installation. It is my understanding that a delegation appeared from St. Anthony's School, as an outgrowth of which the Commission indicated review would be made with the matter to be considered again at forthcoming Commission Meeting.

It is my understanding that the St. Anthony people made quite a point of the fact that the Commission did approve signal installation at the intersection of US99W and Greenburg Road in the immediate vicinity of the Tigard Junior High School, with the inference that the Commission acted in a prejudicial manner in denying the request for signal at St. Anthony's by reason of it being a denominational school. In tune with the Commission, as far as our consideration here in Traffic, such factor has no bearing whatever on recommendations made in regard to signals or any other traffic matter.

Apparently the point was made by the St. Anthony representation that the traffic situation on Sundays was a thing of great concern, over and above the school youngsters crossing the highway on weekdays. In connection with our previous report we did obtain weekday count on Friday, February 8, and we subsequently obtained traffic count on Sunday, March 17. The following is a summary re-cap of the Friday and Sunday Counts:

Friday, February 8, 1957

<u>Hour</u>	<u>Total Vehicles On US99W</u>	<u>Pedestrians</u>	
		<u>Across School</u>	<u>US99W Total</u>
8:00- 9:00 a.m.	516	12	15
9:00-10:00	414	--	--
10:00-11:00	408	--	1
11:00-12:00	444	3	8
12:00- 1:00 p.m.	432	10	11
1:00- 2:00	466	--	1
2:00- 3:00	517	4	6
3:00- 4:00	<u>636</u>	<u>17</u>	<u>18</u>
8-Hour Total	3833	46	60

March 22, 1957

Sunday, March 17, 1957

<u>Hour</u>	<u>Total Vehicles On US99W</u>	<u>Total Pedestrians Across US99W</u>
6:00- 7:00 a.m.	80	12
7:00- 8:00	146	54
8:00- 9:00	227	66
9:00-10:00	392	41
10:00-11:00	580	100
11:00-12:00	579	66
12:00- 1:00 p.m.	715	1
1:00- 2:00	<u>452</u>	<u>6</u>
Total 8-Hour	3171	346

As can be seen from the above a total of only 60 pedestrians crossed the highway during the 8-hour period in the Friday count, of which 46 were school youngsters. The maximum condition of conflict occurs during the hour from 3:00 to 4:00 p.m. with 636 vehicles and only 18 pedestrians -- which traffic falls considerably below the warrants which we have set up for school crossing signals (not a full-scale signal installation) of 750 vehicles and 75 school children conflicting during the maximum hour of school child movement. This lack of even a close approach to the warrants was the basis of our recommendation for denial of signal installation.

Turning to the Sunday condition, considering both vehicular and pedestrian volumes, we have a maximum condition during the hour from 10:00 to 11:00 a.m. This condition might be said to approach the 750 vehicle-75 school children warrant, however, we do not consider such yardstick applicable for a one-day-a-week condition. We probably have several such situations over our highway system wherein we have a church in close proximity to a highway, and if the condition at St. Anthony's is to be the yardstick as a basis of signal installation, we would have quite a number of such installations over the system purely for a short-time Sunday situation.

Since the St. Anthony people have made reference to the favorable action of the Commission with respect a signal installation at Greenburg Road in the vicinity of the Junior High School, I might review very briefly the conditions there which resulted in our recommendation for signalization. First off, I might point out one basic difference in the two locations -- the Greenburg Road location is an intersectional proposition involving relatively high side-road vehicular traffic volumes and intersectional turning movements in addition to pedestrian traffic, whereas the specific location of St. Anthony's School where the signal was requested, tends to be a mid-block, non-intersectional proposition and for the sole accommodation of a very small volume of pedestrian traffic. Were the location shifted slightly to put it at the nearest intersection at Johnson Avenue, they would still not have a high vehicular traffic volume on the side street in that Johnson Avenue dead-ends a short distance to the west of the highway.

March 22, 1957

At the Greenburg Road intersection in the vicinity of the Jr. High School, one of the prime considerations in making favorable recommendation for signal installation was the vehicular volumes involved. During a 24-hour period a total of some 10,800 vehicles entered the intersection with 20 percent thereof entering from the side streets. Further, some 1500 vehicles southbound on the highway make the left turn movement into Tigard. The pedestrian volume tended to be a secondary factor as against the vehicular situation, however, during a 16-hour period a total of 258 pedestrians crossed the highway, of which number 170 were school children.

There have been no reported pedestrian accidents during the 5-year period from 1952 to 1956, inclusive, at the St. Anthony location.

During the five-year period from 1952 to 1956, inclusive, there were 22 reported accidents at the Greenburg Road intersection, with 16 injured. There were no fatalities. Nine of the accidents were of a type which theoretically might have been prevented by traffic signals.

I think from the foregoing comparative data it can be seen that the conditions at Greenburg Road intersection, vicinity of the Jr. High School, are of considerably greater magnitude than are those at St. Anthony's School, and that whereas there is justification for the signal in the instance of the Greenburg Road intersection, the conditions at St. Anthony's fall far below those wherein we could recommend signalization.

I would make no change in previous report and recommendation.


F. B. Crandall
Traffic Engineer

FBC:njs

RECEIVED
MAR 22 1957

FOR FILING

34-1608

4952

2/28

4h

March 11, 1957

Cross Referenced To:

Adm
Petitions
Wash. Co.

Mr. Ralph May, Principal
Fowler Junior High School
Tigard, Oregon

Dear Mr. May:

Reference is made to the petitions that you sent me on February 6, 1957 in which the State Highway Commission is requested to install school crossing signals at the intersection of US99W and Greenburg Road and a point in front of the St. Anthony's Parochial School.

I phoned you on Friday morning, March 1st, prior to the convening of the State Highway Commission on that day that the Commission had authorized the installation of a three-phase, fully-actuated traffic signal at the Greenburg Road intersection at a cost of \$12,500, but could not approve the installation at the St. Anthony's School because the conditions at that point did not meet the standard warrants.

At 10:45 a. m. on that day you, along with others, appeared before the Commission to ask reconsideration of the Commission's action with respect to the latter mentioned signal. You will recall that the Commission at that time agreed to have the Engineer make further studies of the project.

This note is simply to bring you up to date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

PETITION

To the OREGON STATE HIGHWAY COMMISSION:

We, the undersigned residents, including parents, business proprietors, professional men and others interested in the safety of school children and other pedestrians frequently crossing Pacific Highway West at or near the intersection of Greenburg Road with Highway 99W (near the Tigard Junior High School and St. Anthony's Parochial School at the intersection of Tigard Way and 99W) do hereby bring to the attention of the Oregon State Highway Commission the hazardous nature of the uncontrolled vehicular and pedestrian traffic at these points, and petition the commission to investigate such traffic conditions immediately with the purpose of providing the utmost safeguards compatible with the overall public interest. We further suggest that a marked pedestrian crosswalk be installed at said intersections together with pedestrian button controlled traffic signal lights to augment which a student safety patrol has been approved by the administrator and Board of Directors of said school.

Your report of the contemplated remedial action, if any, may be addressed to Ralph May, Principal, Fowler Junior High School, Tigard, Oregon.

NAME	ADDRESS
Mr. Mrs. J. J. Starch	Rt 1 Box 66 Tigard
Mr. & Mrs. L. M. Rae	Rt. 3, Box 343A, Tigard
Mr. R. H. W. W. W.	Box 28 Michigan Br. Post. 19
R. H. W. W.	"
Mrs. Frank Brelin	Rt 3, Box 293 Tigard
Mrs. John Peterson	Rt 2, Box 423 Tigard
Mrs. Viola Davidson	7008 S. W. Pine Portland 19, Oregon
Mrs. Ralph A. A.	Box 741 Tigard, Oregon
Mrs. Howard Bull	Rt 1 Box 850, Tigard, Ore.
Andis Black	7225 S W 83rd Portland 19
Hydra Law	Rt. 1, Box 627 Tigard
George Law	Rt 1, Box 627 Tigard
Luana C. Gibson	Rt 3 Box 65 Tigard
Edward Gibson	Rt 3 Box 65 Tigard
Mrs. W. W. Williams	Rt. 1, Box 37 Tigard
Elizabeth B. Williams	Rt. 1, Box 37 "

STATE HIGHWAY COMMISSION MEETING

Cross Referenced To:

Delegation Ralph B. May, Prin. of Thos. R. Fowler, Jr. H.S., Tigard, et al, re hazardous
Date March 1, 1957 traffic conditions on US99W at or near Greenburg
Road

Date March 1, 1957

Time 10:45 a.m.

[illegible]

NOTED
H. B. CLAISYER

RECEIVED
FEB 25 1957

FOR FILING

4-16-57
4-15-57

February 23, 1957

Oregon State Highway Commission

Gentlemen:

We have received a petition, signed by 120 persons, and submitted by Mr. Ralph May, Principal, Fowler Junior High School, Tigard, requesting the installation of school crossing signals at the intersection of US99W and Greenburg Road, which is in the immediate vicinity of the Fowler Junior High School, and at a point in front of the St. Anthony's Parochial School.

Investigation discloses that there is warrant for the installation of a three-phase, fully-actuated traffic signal at the Greenburg Road intersection. The signal installation, plus necessary illumination and channelization, is estimated to cost \$12,500. Sufficient funds have been provided in the 1957 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the cost of the installation. Your approval is recommended.

Investigation discloses that vehicular and pedestrian volumes at the St. Anthony School are far below those required by the standard warrants. It is recommended that the request for signalization at this point be denied.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

M. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Grandall

VJ:bs fn

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1957

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Pacific Highway West
Tigard

Recommendation:

As a result of this investigation the following recommendations are made:

1. That a fully-actuated traffic signal be installed at the intersection of US99W and Greenburg Road. The installation, including necessary channelization and illumination, is estimated to cost \$12,500.
2. That the request for a school crossing signal across US99W in front of the St. Anthony's Grade School be denied.

Historical Background:

This investigation and report is in response to a petition, signed by 120 persons, requesting the installation of traffic signals at the Greenburg Road intersection, which is in the vicinity of the Tigard Junior High School and in front of St. Anthony's Parochial Grade School.

Investigation:

The Greenburg Road intersection is a four-way intersection with Greenburg Road entering US99W at right angles from the north and the Street from the main business district of the Community of Tigard, entering at an acute angle from the southwest. The Tigard Junior High School lies in the southeast quadrant of the intersection. This is a major school crossing and in addition carries residential traffic from Greenburg Road and traffic entering or leaving the central business district of Tigard. Vehicles entering US99W from the side roads are required to stop before proceeding and there are left turn refuges outlined with joggle bars provided for the left turn movements off US99W. At St. Anthony's School there is a mid-block crosswalk operated by a schoolboy patrol.

A 16-hour vehicle and pedestrian count was taken at the Greenburg Road intersection on Thursday, February 7, 1957. The computed 24-hour volume entering the intersection was 10,833 vehicles with 2,139, or 20% of the total, entering from the side streets. A total of 1,467 vehicles made a left turn movement off US99W. During the 16-hour period of count, 258 pedestrians, of which 170 were school children, crossed US99W.

Analysis of the accident record at this intersection reveals that during the period from January 1, 1952 to December 31, 1956 there were 22 reported accidents at this intersection. Twelve persons were injured and there were no fatalities. Nine of the accidents were of a type that might have been prevented by traffic signals. The most predominant types of collision were turning movements, of which there were 13, and rear-end, of which there were six.

In the table below conditions at this intersection are compared with the standard warrants for signalization of urban intersections:

<u>Item</u>	<u>Observed</u>	<u>Minimum Warrant</u>
<u>Total Volume Warrant:</u>		
Ave. Hourly Total Volume (Max. 8 Hrs.)	783	750
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	264	175
<u>Pedestrian Warrant:</u>		
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	27	250
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	634	600
<u>Interruption of Continuous Traffic Warrant:</u>		
Ave. Hourly Vehicle Volume on Main Street (Max. 8 Hrs.)	626	750
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	290	75
<u>Accident Warrant:</u>		
Preventable Accidents (Last 12 Months)	2	5

As can be seen from the tabulation, the total volume warrant is exceeded and none of the other warrants are met or even closely approached. The meeting of the one warrant is sufficient for a favorable recommendation in regard to signalization.

Vehicle and pedestrian movements were counted at the crosswalk in front of the St. Anthony's School on Friday, February 8, 1957. The count was conducted during the period from 8:00 a.m. to 4:00 p.m. The maximum hourly volume of vehicular traffic on US99W was 542 vehicles and the maximum hourly volume of children crossing US99W was 17. The standard warrants for the installation of school crossing signals in an area such as this requires that there be 750 vehicles and 75 school children conflicting during the maximum hour of school child movement. Because these values are not even closely approached it is recommended that the request for school crossing signals at this point be denied.

VJ:bc

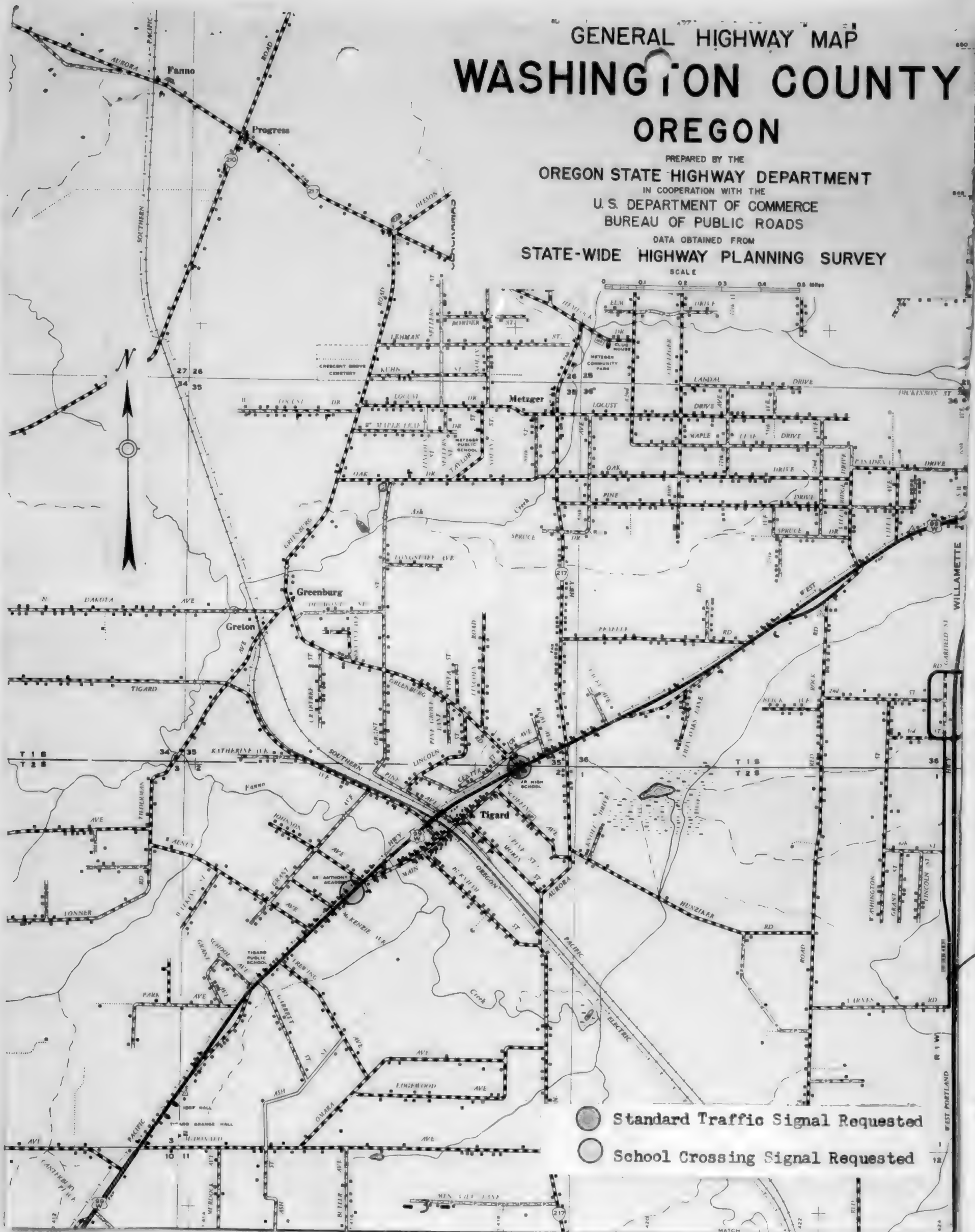
GENERAL HIGHWAY MAP WASHINGTON COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

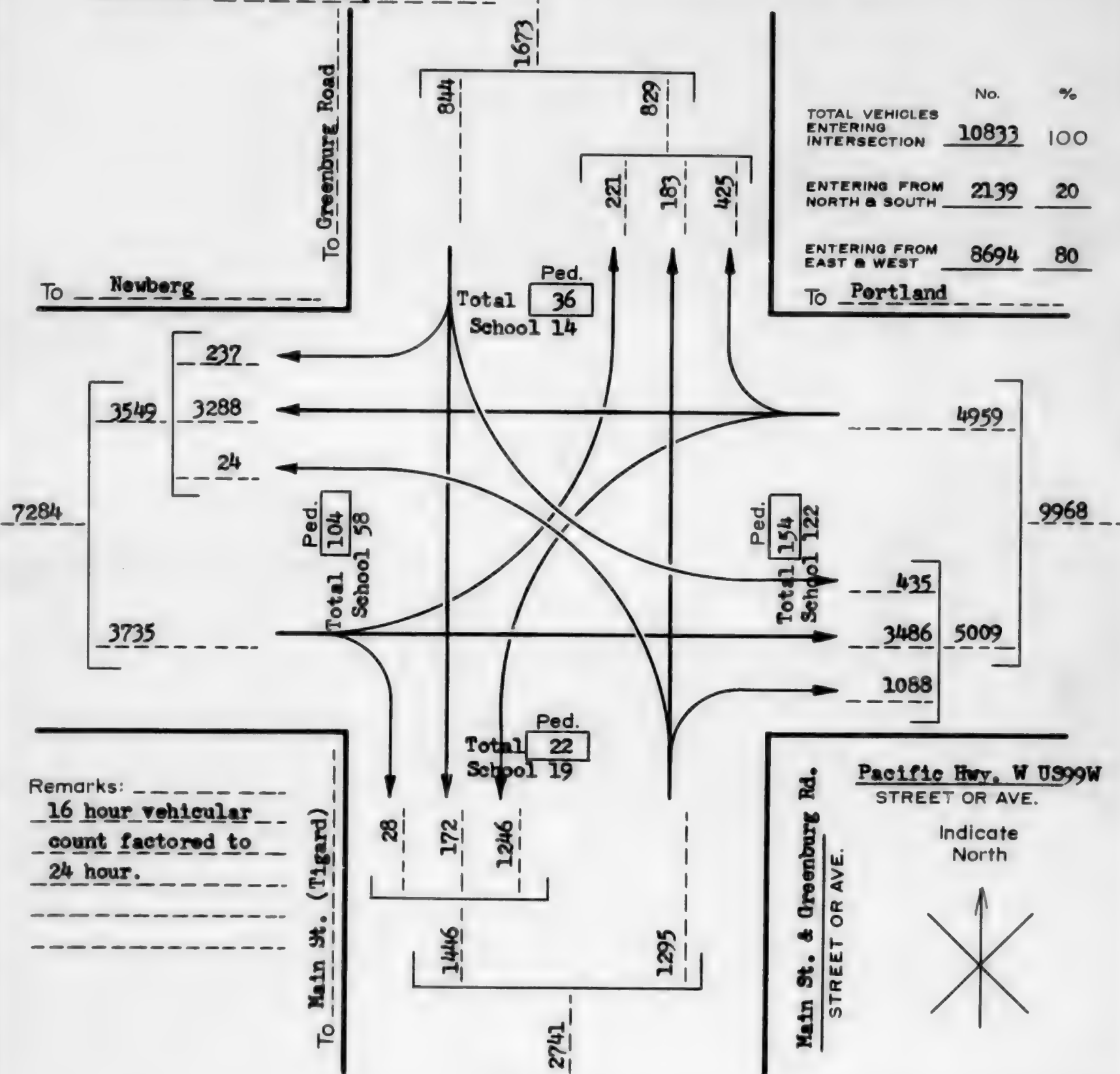
0 0.1 0.2 0.3 0.4 0.5 Miles



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE February 7, 1957
 DAY OF WEEK Thursday
 ACTUAL COUNT (VEH.) 16 HRS.
 HOURS COUNTED 6 AM - 10 PM
 PEDESTRIAN COUNT 16 HRS.
 HOURS COUNTED 6 AM - 10 PM
 WEATHER Cloudy

CITY OF Tigard
 INTERSECTION OF US99W
 AND Greenburg Road
 STATION NO. _____
 CODE NO. _____
 CLASSIFICATION All Vehicles



OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date **February 7, 1956**Day of week **Thursday**Hours counted **6 AM - 10 PM**Weather **Cloudy**Classification **All Vehicles**

City of **Tigard**
Intersection **Pacific Hwy. West US99W and**
Station number **Greenburg Road**
Code number

TIME	SUMMARY BY MOVEMENTS										SUMMARY BY LEGS					PEDESTRIANS							
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	South
6:00-7:00	16	3	1	8	2	1	35	184	5	15	2	1	270	35	13	235	87	31	258	228	23	100	100
7:00-8:00	48	5	19	20	7	4	142	402	36	39	4	3	725	118	16	607	84	103	672	586	89	1	4
8:00-9:00	31	15	20	15	17	11	165	209	78	55	4	3	623	137	22	486	78	109	553	416	168	1	1
9:00-10:00	13	9	7	9	14	8	180	206	57	59	1	3	566	104	18	462	82	60	524	406	142	1	1
10:00-11:00	20	26	17	11	9	9	180	190	72	75	3	3	615	133	22	482	78	92	563	404	171	1	2
11:00-12:00	17	17	12	9	9	13	194	215	73	64	2	2	627	117	19	510	81	77	580	434	163	3	3
12:00-1:00	25	21	10	9	11	12	183	184	87	86	2	1	631	145	23	486	77	88	586	389	199	2	2
1:00-2:00	32	30	13	18	7	8	181	145	79	81	2	1	597	142	24	455	76	108	548	360	178	4	4
2:00-3:00	24	19	12	10	16	14	213	198	115	91	2	3	714	157	22	557	78	95	660	435	238	6	8
3:00-4:00	25	38	23	17	12	30	236	242	107	96	3	3	829	189	23	640	77	145	744	521	248	2	3
4:00-5:00	35	48	26	18	19	14	358	299	158	94	3	2	1072	188	18	884	82	160	992	704	288	3	7
5:00-6:00	32	63	21	13	20	24	396	221	142	107	3	2	1044	206	20	838	80	173	961	656	298	3	7
6:00-7:00	28	36	10	20	3	9	198	176	50	50	1	3	580	100	17	480	83	106	538	404	112	1	1
7:00-8:00	26	25	13	10	7	6	129	132	39	45	1	3	436	100	23	336	77	87	396	288	101		
8:00-9:00	12	15	7	6	2	2	90	80	18	24			256	47	18	209	82	44	239	183	46		
9:00-10:00	11	16	4	8	1	1	109	86	17	8			261	25	10	236	90	41	247	207	27		
10:00-11:00																							
11:00-12:00																							
12:00-1:00																							
1:00-2:00																							
2:00-3:00																							
3:00-4:00																							
4:00-5:00																							
5:00-6:00																							
24-Hour total	435	425	237	221	172	183	3288	3486	1246	1088	28	24	10833	2139	20	8694	80	1673	9968	7284	2741		
16-Hour total	395	386	215	201	156	166	2989	3169	1133	989	25	22	9846	1943	20	7903	80	1519	9061	6621	2491	14	36
Control Factor																							

Tabulated by
Computed by

Tabulated by

Computed by

Checked by

Checked by

Greenburg Road and Main

St. 18 North and South

Pacific Hwy. West (US99W)

St. 18 East and West

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

January 7, 1956

Thursday

6 AM - 10 PM

Cloudy

Tigard

City of

Intersection Pacific Hwy. West US99W and

Station number Greenburg Road

Code number

Classification All Vehicles

SUMMARY BY MOVEMENTS

North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL
1	8	2	1	35	184	5	15	2	1	270
19	20	7	4	142	402	36	39	2	1	725
20	15	17	11	165	209	78	55	4	3	623
7	9	14	8	180	206	57	59	1	3	566
17	11	9	9	180	190	72	75	3	3	615
12	9	9	13	194	215	73	75	2	2	627
10	9	11	12	183	184	87	86	2	1	631
13	18	7	8	181	145	79	81	2	1	597
12	10	16	14	213	198	115	91	2	1	714
23	17	12	30	236	242	107	96	3	3	829
26	18	19	14	358	299	158	94	3	2	1072
21	13	20	24	396	221	142	107	3	2	1044
10	20	3	9	198	176	50	50	1	3	580
13	10	7	6	129	132	39	45	1	3	436
7	6	2	2	90	80	18	24			256
4	8	1	1	109	86	17	8			261
237	221	172	183	3288	3486	1246	1088	28	24	10833
215	201	156	166	2989	3169	1133	989	25	22	9846

SUMMARY BY LEGS

From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South
35	13	235	87	31	258	228	23
118	16	607	84	103	672	586	89
137	22	486	78	109	553	416	168
104	18	462	82	60	524	406	142
133	22	482	78	92	563	404	171
117	19	510	81	77	580	434	163
145	23	486	77	88	586	389	199
142	24	455	76	108	548	360	178
157	22	557	78	95	660	435	238
189	23	640	77	145	744	521	248
188	18	884	82	160	992	704	288
206	20	838	80	173	961	656	298
100	17	480	83	106	538	404	112
100	23	336	77	87	396	288	101
47	18	209	82	44	239	183	46
25	10	236	90	41	247	207	27
2139	20	8694	80	1673	9968	7284	2741
1943	20	7903	80	1519	9061	6621	2491

PEDESTRIANS USING CROSSWALKS

North	East	West	South	North	East	West	South
1	4	2	3	1	4	2	3
1	1	4	4	1	4	4	4
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16
17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19
20	20	20	20	20	20	20	20
21	21	21	21	21	21	21	21
22	22	22	22	22	22	22	22
23	23	23	23	23	23	23	23
24	24	24	24	24	24	24	24
25	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26
27	27	27	27	27	27	27	27
28	28	28	28	28	28	28	28
29	29	29	29	29	29	29	29
30	30	30	30	30	30	30	30
31	31	31	31	31	31	31	31
32	32	32	32	32	32	32	32
33	33	33	33	33	33	33	33
34	34	34	34	34	34	34	34
35	35	35	35	35	35	35	35
36	36	36	36	36	36	36	36
37	37	37	37	37	37	37	37
38	38	38	38	38	38	38	38
39	39	39	39	39	39	39	39
40	40	40	40	40	40	40	40
41	41	41	41	41	41	41	41
42	42	42	42	42	42	42	42
43	43	43	43	43	43	43	43
44	44	44	44	44	44	44	44
45	45	45	45	45	45	45	45
46	46	46	46	46	46	46	46
47	47	47	47	47	47	47	47
48	48	48	48	48	48	48	48
49	49	49	49	49	49	49	49
50	50	50	50	50	50	50	50
51	51	51	51	51	51	51	51
52	52	52	52	52	52	52	52
53	53	53	53	53	53	53	53
54	54	54	54	54	54	54	54
55	55	55	55	55	55	55	55
56	56	56	56	56	56	56	56
57	57	57	57	57	57	57	57
58	58	58	58	58	58	58	58
59	59	59	59	59	59	59	59
60	60	60	60	60	60	60	60
61	61	61	61	61	61	61	61
62	62	62	62	62	62	62	62
63	63	63	63	63	63	63	63
64	64	64	64	64	64	64	64
65	65	65	65	65	65	65	65
66	66	66	66	66	66	66	66
67	67	67	67	67	67	67	67
68	68	68	68	68	68	68	68
69	69	69	69	69	69	69	69
70	70	70	70	70	70	70	70
71	71	71	71	71	71	71	71
72	72	72	72	72	72	72	72
73	73	73	73	73	73	73	73
74	74	74	74	74	74	74	74
75	75	75	75	75	75	75	75
76	76	76	76	76	76	76	76
77	77	77	77	77	77	77	77
78	78	78	78	78	78	78	78
79	79	79	79	79	79	79	79
80	80	80	80	80	80	80	80
81	81	81	81	81	81	81	81
82	82	82	82	82	82	82	82
83	83	83	83	83	83	83	83
84	84	84	84	84	84	84	84
85	85	85	85	85	85	85	85
86	86	86	86	86	86	86	86
87	87	87	87	87	87	87	87
88	88	88	88	88	88	88	88
89	89	89	89	89	89	89	89
90	90	90	90	90	90	90	90
91	91	91	91	91	91	91	91
92	92	92	92	92	92	92	92
93	93	93	93	93	93	93	93
94	94	94	94	94	94	94	94
95	95	95	95	95	95	95	95
96	96	96	96	96	96	96	96
97	97	97	97	97	97	97	97
98	98	98	98	98	98	98	98
99	99	99	99	99	99	99	99
100	100	100	100	100	100	100	100

County Road and Main St. is North and South
to Hwy. West (US99W) St. is East and West

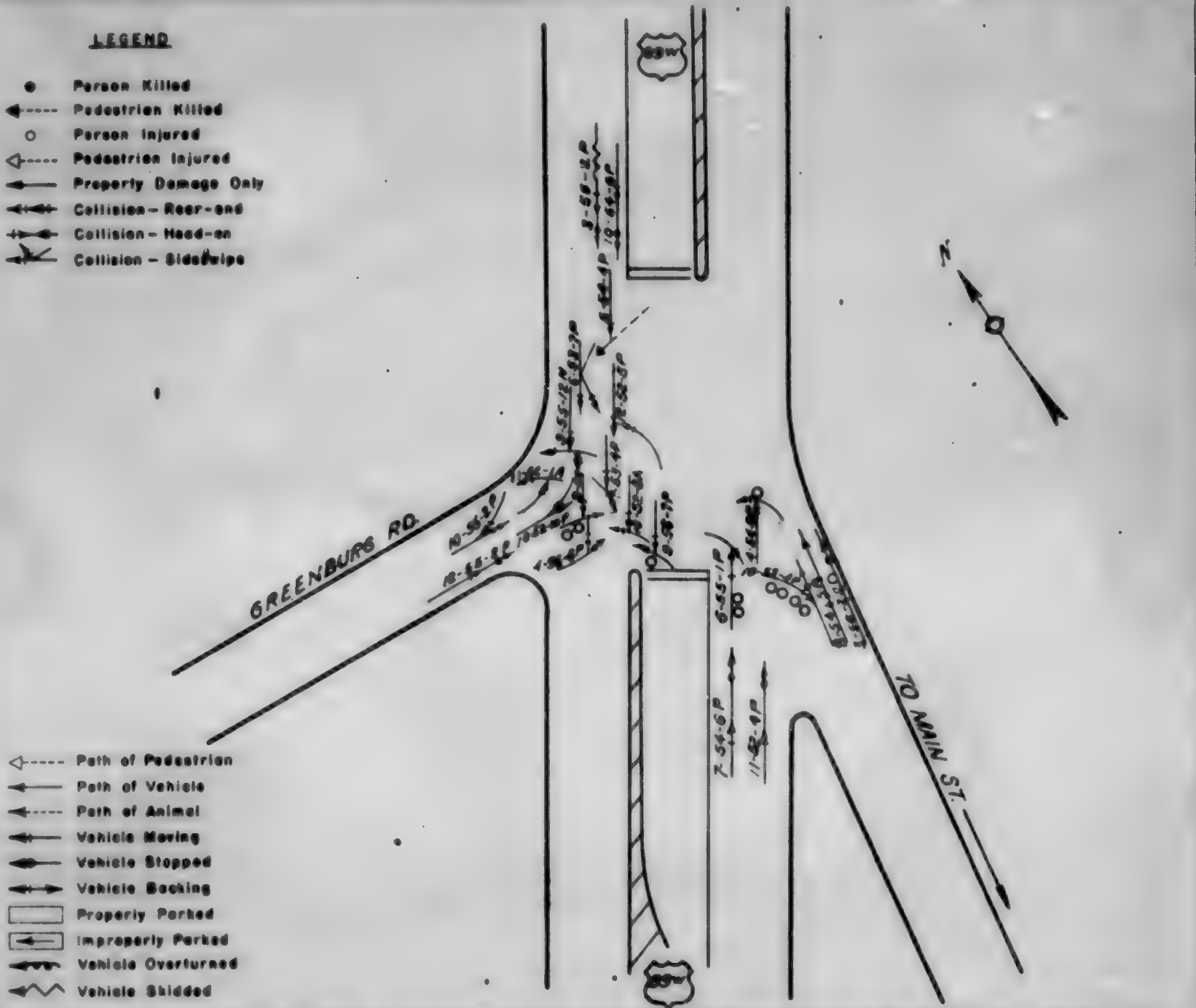
Tabulated by
Computed by
Checked by
Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of _____ County WASHINGTON
Intersection of US 99 W and GREENBURG RD.
Highway Number 1 W US 99 W
Period Covered 1-1-58 To 12-31-56
Compiled by LD Drawn by WR Date 2-8-57

LEGEND

- Person Killed
- ◄--- Pedestrian Killed
- Person Injured
- ◄--- Pedestrian Injured
- ➡ Property Damage Only
- ◄➡ Collision - Rear-end
- ⊕➡ Collision - Head-on
- ◄➡ Collision - Sideswipe



Collision Type	1952 - 1953				1954				1955				1956				TOTAL			
	Total	Non-fatal	Prop. Damage	Total	Total	Non-fatal	Prop. Damage	Total	Total	Non-fatal	Prop. Damage	Total	Total	Non-fatal	Prop. Damage	Total	Total	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end			1	1			2	2			2	2		1		1		1	5	6
Sideswipe			1	1															1	1
Turning Movement		1	5	6		1		1		2	2	4		1	1	2		5	8	13
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian						1		1										1		1
Bucking							1	1											1	1
Miss																				
TOTAL		1	7	8		2	3	5		2	4	6		2	1	3		7	15	22

RECEIVED
FEB 13 1957

FOR FILING

34-1608

4952

February 11, 1957

Mr. Ralph B. May, Principal
Fowler Junior High School
Tigard, Oregon

Dear Mr. May:

Some time ago, in a discussion with a representative of the Traffic Engineering Division, you stated that you were holding petitions requesting the installation of traffic signals on US99W at the intersection in front of the Fowler Junior High School and at the school crossing at St. Anthony Grade School. Our representative stated that an investigation would be conducted and that you would be notified of the results.

The investigation is being conducted at the present time with the traffic counts and speed checks being taken this week. After the investigation is completed, it will be presented to the State Highway Commission for its consideration, probably at the meeting on February 28-March 1, 1957.

After the State Highway Commission has acted upon the matter, you will be notified of its decision.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

VJ:bc er

February 6, 1957

Mr. Ralph B. May, Principal
Thos. R. Fowler Jr. High School
Tigard, Oregon

Dear Mr. May:

This acknowledges your letter of February 6, 1957 transmitting petitions from the Tigard area concerning hazardous traffic conditions that exist on the Pacific Highway West (US 99 W) at or near its intersection with Greenburg Road. It is noted that you wish an appointment with the State Highway Commission at its next regular meeting to discuss this matter.

As you have stated, the next regular meeting of the Highway Commission is scheduled to be held on Thursday and Friday, February 28 and March 1, 1957. The meeting place is the Cusens Room in the basement of the Imperial Hotel, Portland. Delegations will be heard on the second day, Friday, March 1st, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 10:45 a. m., which I trust is satisfactory.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

8-1024 Oak St.-Chetco River (Brookings) 1957
Sec. of Oreg. Coast Hwy. (stone
base and paving) 1953

RECEIVED
OCT 17 1957

file

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 16, 1957

(CONTRACT NO.) 1024

(EST. NO.)

(CONTRACTOR)

4953

(VOUCHER NO.)

3 Final

(WARRANT NO.)

Central Heating Co., Oregon Ltd.

(AMOUNT)

(DATE)

23570

H194236

\$ 574.71

10-16-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 70 workdays from 6-1-57

Time Extensions:

None

Completion Date:

Aug. 13, 1957

Date Accepted:

Sept. 12, 1957

Penalties:

None of record

Claims:

None of record

Remarks:

Date: Oct. 18, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

GC

NOTED ON CARD

cm

RECEIVED
OCT 2 1957

FOR FILING

Oct. 1, 1957

CERTIFIED MAIL

Fidelity & Deposit Co.
Robert B. Cuning, Mgr.
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4953 for grading and paving on the Oak St.-Chetco River (Brookings) Section of the Oregon Coast Highway in Curry County was completed by the contractor, The Central Heating Co., Oreg. Ltd., on Aug. 13, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$674.71 will be released to the contractor on or after October 11, 1957. The total contract amount is \$25,246.74, of which amount \$332.41 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Fidelity & Deposit Co.
Baltimore 3
Maryland

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 23, 19 57

Section Oak Street-Chetco River (Brookings) Kind of work Grading and Paving
 Highway Oregon Coast County Curry Section prefix 8-1024
 Contractor The Central Heating Co., Oregon Ltd. Contract number 4953
 Date of contract May 17, 19 57 Specified work days 70
 Date work started July 24, 19 57 Work days used 46
 Project authorization \$32,954.85 Per cent of time elapsed 66 %
 Exclusive of engineering \$30,611.39
 Estimated cost of completed project, exclusive of engineering \$ 25,238.33
 Estimated per cent ~~underrun~~ exclusive of engineering 17.6 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$2343.46
 Engineering cost to date \$2,060.34, 87.9 % Date project was completed August 13, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate has been held up due to Contractor not submitting bills in connection with Order for Extra Work, flagging and submission of a Price Agreement for Materials. P. A. #1 Extra Material.

Estimate will be mailed to-day, Friday August 23, 1957

- FINAL REPORT -

CONSTRUCTION DIVISION
RECEIVED

AUG 26 1957

NOTED

CE ACE ACE

NOTED

C. E. PAULSEN

Signed

Address Box 551 Gold Beach, Oregon

Noted

M. N. JUVU

Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.39			0.39
Miles partially completed					
Miles completed		0.39			0.39
Total estimated quantities (contract)		1,350 C.Y.			1,260 T.
Total quantities corrected to date		660 C.Y.			1,202 T.
Estimated quantities moved or placed to date		660 C.Y.			1,202 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	Fair all week		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 24 1954
U.S. ARMY
ENGINEERING DISTRICT
FORT MONMOUTH, N.J.

RECEIVED
MAY 21 1957

FOR FILING

May 20, 1957

The Central Heating Company, Ore. Ltd.
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4953 for stone base and paving the Oak Street-Chetco River (Brookings) Section of the Oregon Coast Highway in Curry County.

This award was based on your bid of \$28,793.20 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

12-3252 Seneca Sand Shed on John Day- 1957
Burns Hwy.
#11951

RECEIVED
AUG 27 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

August 21, 1957

(CONTRACT NO.)

4954 - 4157

(EST. NO.)

2 - final

(CONTRACTOR)

C. R. Bennett & William Hickey

(VOUCHER NO.)

19308

(WARRANT NO.)

H189883

(AMOUNT)

\$ 7,379.64

(DATE)

August 21, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapewicke
ACCOUNTING DIVISION

Specified completion Date: 80 workdays from 5-28-57

Time Extensions: None

Completion Date: July 24, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

AUG 26 1957

RECEIVED
AUG 15 1957

FOR FILING

12-3252
1154

August 14, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't Manager
725 Yoon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4954 for work performed on the Seneca Sand Shed in Grant County was completed by the contractor, C. R. Bennett & William Hickey, on July 24, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of \$7,379.84 will be released to the contractor on or after August 24, 1957. The total contract amount is \$11,531.00; and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Jan

RECEIVED
MAY 21 1957

FOR FILING

12-22-57

4954

May 20, 1957

Messrs. C. R. Bennett and William Hickey
Burns
Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4954 for construction of the Seneca Sand Shed on Oregon State Highway Commission property on the John Day-Burns Highway south of John Day in Grant County.

This award was based on your bid of \$11,551.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
APR 2 - 1957

FORM 830-8012-8-55-34854

18-5252

4954

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 5, 1957

SUBJECT: Proposed Sand Shed at Seneca

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Herewith sketch map showing location of proposed Seneca Sand Shed as selected by Mr. McComb and Mr. Parson. There is an item of \$14,000 in the 1957 Budget for a Sand Shed 60 x 79 with a capacity of 1,700 cu. yds. as per standard Sand Shed Plan for light snow load, Drawing No. 12,771, using piling for foundation.

We estimate the cost at \$2.60 per sq. ft. for 4,740 sq. ft. or \$12,324 plus 12½% = \$13,864.

State forces will construct the earth side ramps after the construction is completed.

I. A. DeFrance
I. A. DeFrance

Assistant Maintenance Engineer

IAD:hl
Enclosure

APPROVED 4-8-57

W. W. Stiffler

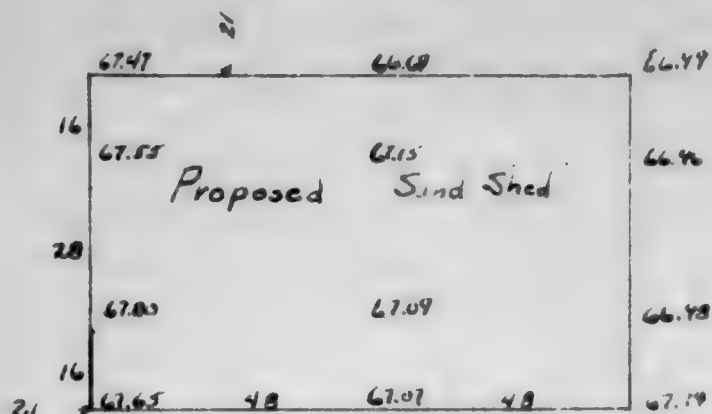
Assistant State Highway Engineer

Copy Lord to M. Stephenson



NOTED
W. W. STIFFLER

477.4



Soil
2" Top Soil over

138.7

10' gate

E.M. Elev. 4667.33
N.W. Cor. N. Support Post
Gas Pump Canopy.

Gas Pump
Canopy

Maintenance Bldg

10' gate

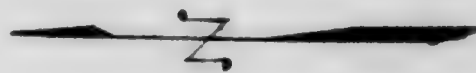
365.0

226.0

Clay & Gravel

139.0

138.7



M.P. 25.0

OREGON STATE HIGHWAY DEPARTMENT	
	Sencee
For	Maintenance Site
Highway	John Day - Burns
County	Grant
Scale 1" = 40'	Date 1-10-57

F-72(5) Hay Cr. Br. on Willowdale- 1957
Lyle Gap Sec. of The Dalles-
#4955 Calif. Hwy.

RECEIVED
DEC 31 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 30, 1957

files

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4955

4955

5 Final

R. H. Jones

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

29925

H200568

\$ 4,722.55

12/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion Date: **140 workdays from 5-28-57**

Time Extensions: **None**

Completion Date: **11-4-57**

Date Accepted: **12-5-57**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-30-57**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: **DEC 31 1957**

G. R. Winchcomb

NOTED ON CARD

AM

RECEIVED
DEC 20 1957

FOR FILING

Dec. 20, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4955 for Hay Creek Bridge on the Willowsdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County was completed by the contractor, R. H. Jones, on Nov. 4, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of \$4,722.55 will be released to the contractor on or after Dec. 30, 1957. The total contract amount is \$39,983.90, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

[Signature]

RECEIVED
MAY 21 1957

FOR FILING

7-7-57
49-5

May 20, 1957

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4955 for construction of the Hay Creek Bridge on the Willowdale-Lyle Gap Section of The Dalles-California Highway in Jefferson County.

This award was based on your bid of \$38,462.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAY 23 1957
FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

F-72(5)

4955

08-35

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 17, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence of this date in award of Contract No. 4955 for Oregon Project F-72(5), Hay Creek Bridge on the Willowdale-Lyle Gap Section of The Dalles-California Highway, to R. H. Jones of Hillsboro, Oregon, low bidder in the amount of \$38,462.00 at today's bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
Division Engineer

W.C.

18-3253 Chilloguin Sand Shed on The 1957
Dalles-Calif. Hwy.
#4956

RECEIVED
SEP 13 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 12, 1957

files

183353
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4956

3 Final

H. O. Wirtz

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

20827

H191451

\$ 3,466.14

Sept. 11, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 80 workdays from 5-28-57

Time Extensions: None

Completion Date: Aug. 2, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 17 1957
GB

NOTED ON CARD

cm

RECEIVED
AUG 31 1957

FILE FILING

18-3253

August 30, 1957

CERTIFIED MAIL

General Insurance Co. of America
Portland Branch Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State highway contract No. 4956 for construction of Chiloquin Sand Shed in Klamath County was completed by the contractor, H. G. Wirtz, on August 2, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$3,466.14 will be released to the contractor after acceptance by the Commission. The total contract amount is \$9,847.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

8-30-57

RECEIVED
MAY 21 1957

FOR FILING

May 20, 1957

Mr. H. G. Wirtz
2000 Highway 199
Grants Pass, Oregon

Dear Mr. Wirtz:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4956 for construction of the Chiloquin Sand Shed on State Highway Commission property on The Dallas-California Highway near M.P. 245.38 in Klamath County.

This award was based on your bid of \$9,847.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
APR 17 1957

FOR FILING

FORM 830-SON-0-50-56854

18-3253

4956

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 9, 1957

SUBJECT: Proposed Sand Shed near
Chiloquin - Hwy. #4

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

We have an item in the Miscellaneous Properties Improvement Budget for 1957 for the construction of a Sand Shed, 1200 cu. yd. capacity, near Chiloquin, estimated to cost \$9,300. We attach hereto copy of a map prepared by the Bend Division office showing the location of the proposed Sand Shed at M.P. 245.83, the Dalles-California Highway, where we own a quarry and cinder pit site of 22.77 acres.

It is planned to construct a standard 60' x 63' Sand Shed for light snow loads as per drawing #10221. This Sand Shed will be similar to the ones recently constructed at Klamath Falls, Bend, and Sisters. The particular prices for these three Sand Sheds were as follows: \$10,400, \$9,700, and \$11,100, for an average cost of \$10,400. Our budget item is \$9,300 so that we will have to transfer sufficient funds to cover. This can be done readily from that particular item in the same budget covering a Sand Shed for Roberts Mountain, which item has been deleted from the budget.

I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl

Enclosure

APPROVED 4-9-57

W. W. Stiffler

Assistant State Highway Engineer

NOTED
W. W. STIFFLER

20-1617 Low Pass Summit Guardrail 1957
#4957 Proj. on Stuslaw Hwy.

W. C. Williams
RECEIVED

SEP 3 - 1957

FOR FILING

W. C. WILLIAMS

FINAL COST ANALYSIS

Guard Rail

George C. Stubbert, Contractor
J. F. Putnam, Resident Engineer

August 26, 1957

Siuslaw Highway
Prefix 20-1617

Low Pass Summit Sec.
Contract #4957

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Bid</u>	<u>Unit Cost</u>	<u>Total Cost</u>	<u>Gross Revenue</u>
Metal guard rail	1,585.5	L. F.	\$2.41	\$2.54	\$4,020.77	\$3,821.06
Force account (flagging)					<u>46.62</u>	<u>53.61</u>
					<u>\$4,067.39</u>	<u>\$3,874.67</u>

Total Cost \$4,067.39

Gross Revenue 3,874.67

Net Loss \$ 192.72

Net loss equals 4.97% of the gross revenue.

RECEIVED

AUG 28 1957

OFFICE OF

STATE HIGHWAY ENGINEER

DETAIL OF COSTS

LABOR

Supervision	\$ 224.00
Labor	707.60
Labor Insurance	62.69
Health and Welfare	<u>19.10</u>
	\$1,014.39

MATERIALS

Guard Rail	\$1,842.75
Posts	690.15
Paint	69.00
Thinner	5.52
Masking Tape	<u>10.60</u>
	\$2,618.02

EQUIPMENT RENTAL & SUPPLIES

Equipment Rental	\$ 220.15
Gas, Oil, Grease	79.54
Freight & Cartage	81.18
Bond	19.28
Small Tools & Misc. Supplies	4.40
Home Office & General Overhead	<u>30.43</u>
	\$ 434.98
TOTAL COST	<u>\$ 4,067.39</u>

REMARKS

This was a "State Project" calling for the construction of 1,585.5 lin. ft. of metal guard rail on the Siuslaw Highway in Lane county. The project was bid and awarded May 17, 1957. Work was started June 3, and completed June 26, 1957.

The contractor moved in on June 3, with a crew of two men and a four-wheel tractor with mounted backhoe, and started digging post holes. Progress was hampered somewhat due to large rock encountered, forcing the contractor to dig out a much larger area than was necessary for the post.

The contractor shows a small loss on this contract due to a low bid price, and the extra work encountered.

M. A. Juve
Chief Cost Analyst

By

C. E. Layton

RECEIVED

AUG 14 1957

OREGON STATE HIGHWAY DEPARTMENT

FOR FILING

(date)

August 7, 1957

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4957

4957

3-Final

George C. Stubbart

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

18067

H-187967

\$ 500.00

8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 30 workdays from 6-1-57

Time Extensions: None

Completion Date: June 26, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

NOTED ON CARD

RECEIVED
AUG 2 1957

FOR FILING

4757

August 1, 1957

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4957 for work performed on the Low Pass Summit Section of the Siuslaw Highway in Lane County was completed by the contractor, George C. Stubbart, on June 26, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$3,874.67, of which amount \$53.61 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Ray D. Pollard Agency
21 11th Ave. W.
Eugene, Oregon

NOTED ON CARD

am

ONTARIO STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 13 1957.....

Section Low Pass Summit

Kind of work Guard Rail

Highway Siuslaw

Section prefix 20-1617

Contractor George C. Stubbert

Contract number 4957

Date of contract May 17 1957

Date of completion 30 Work Days from June 1 1957

Date work started June 3 1957

Estimated date of completion 19

Project authorization \$4,338.00

Per cent of time elapsed 67.0 %

Exclusive of Engineering	\$4,029.52
--------------------------	------------

~~Estimated~~ cost of completed project, exclusive of engineering	\$3,874.67
--	------------

Estimated per cent ~~overrun~~ or underrun	3.3	%
---	-----	---

Per cent of contract completed, based on total contract price	100
---	-----

Engineering authorization \$308.48 100 %

Engineering cost to date \$319.01, 103.4 % Date project was completed June 26 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was submitted on Wednesday, July 10, 1957.

CONSTRUCTION DIVISION

RECEIVED

JUN 1 1967

Noted
-M. N. Lugo

NOTED ☒ E ☒ G ☐ B ☐ ☒ S

Signed

Address 2191 E. 15th. St. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Fair		
Saturday			

RECEIVED
MAY 21 1957

FOR FILING

33 1217
4957

May 20, 1957

Mr. George C. Stubbert
591 N. Commercial
Empire, Oregon

Dear Mr. Stubbert:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4957 for the Low Pass Summit Guardrail Project on the Siuslaw Highway in Lane County.

This award was based on your bid of \$3,856.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 5 - 1957

FOR FILING

20-1617

4957

April 4, 1957

Lesna Johnson, Secretary
Triangle Orange No. 533
Blachly, Oregon

Dear Madam:

This is written in response to your letter to the Oregon State Highway Commission dated January 15, 1957, which referred to possible installation of guardrail on the Siuslaw Highway in the vicinity of Low Pass. Upon receipt of your letter I issued instructions for an investigation and now have a report which indicates that there is a definite need for guardrail installation in the Low Pass area. I am happy to inform you that a contract will be let in the immediate future for this installation.

We very much appreciate your calling this matter to our attention and wish to thank you for your interest.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. H. B. Glazier
Mr. Tom Edwards
Mr. F. E. Crandall

FC:ms fn

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

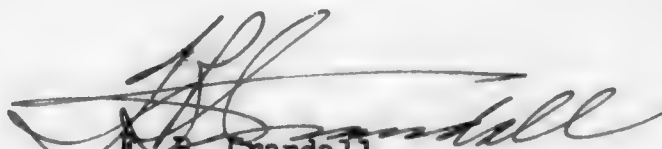
March 21, 1957

To: G. S. Paxson
Ass't State Highway Engineer
Office

SUBJECT: Investigation of Need for Guardrail
Siuslaw Highway - Blachly Mountain
ORE36 - Hwy. No. 34 - M.P. 46.58 to
M.P. 48.90
FC 239

There is attached a report on the above subject and numbered assignment. You will note that it is recommended that some 1,530 feet of guardrail be installed at an estimated cost of \$5,000. Considerable slippery pavement can be anticipated on this section during the winter months. There is a downgrade with sharp curves and embankments as high as 100 feet.

Additional guardrail would be desirable but the sections recommended are those which are most hazardous and it is believed are the only ones on which the expense is justified.


F. B. Crandall
Traffic Engineer

VJ:bc

Attachment

NOTED
CORREST COOPER



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
March, 1957

REPORT OF GUARD RAIL INVESTIGATION
Siuslaw Highway - Blachly Mt.
ORE36 - Hwy. No. 34 - M.P. 46.58 to M.P. 48.90

Recommendation:

As a result of this investigation, it is recommended that guard rail be installed on the Blachly Mountain section of the Siuslaw Highway, No. 34, on the southerly side of the roadway from Engr. Sta. 29+88 (M.P. 46.96) to Engr. Sta. 35+50 (M.P. 47.07) and from Engr. Sta. 88+00 (M.P. 48.06) to Engr. Sta. 92+08 (M.P. 48.14) and on the northerly side from Engr. Sta. 118+38 (M.P. 48.64) to Engr. Sta. 124+00 (M.P. 48.75). The estimated cost of this project is \$5,000.

Historical Background:

This investigation and report is in response to a letter dated January 15, 1957, from Mrs. Leona Johnson, Secretary, Triangle Grange No. 533. The letter was written at the direction of and in response to a discussion among the members at a meeting of the Triangle Grange No. 533.

Investigation:

The section investigated is the realigned "Low Pass" route over Blachly Mountain. The pavement of the section investigated is of bituminous construction and has an average width of 31 feet. The graveled shoulders vary in width from two to four feet. The entire section is striped for three lanes of moving traffic. More than 50% of the length of the section has been constructed on a 7% grade. Corrugated metal sight posts with reflective sheeting delineate the roadway in the tangent sections and on the side of the roadway next to a cut bank. Concrete sight posts with reflective buttons have been installed in those sections where there is a greater possibility of running off the roadway. The section is rural in all aspects. This section of highway was realigned and was opened to traffic on July 13, 1954. The 1955 ADT for this section, which is 2.32 miles in length, was 1,050 vehicles.

During the period from October 1, 1955, to January 31, 1957, there were two reported accidents which involved property damage only. There was a non-collision, ran off roadway, type of accident that occurred when the surface of the roadway was wet. The other accident, a head-on type of collision, occurred when the roadway was covered with snow.

The section investigated is subject to frequent periods when there is either ice or snow on the roadway. There are horizontal curves at the termini of this section and descending traffic approaches these curves on a 7% grade. Eastbound traffic approaches a curve left, located near the center of the section, on a descending 7% grade. There is an embankment approximately 100 feet high on the southerly side of the roadway at this curve. Therefore, it is recommended that guard rail be installed at those locations indicated on the sketch map.

DG:kg

LOW PASS SECTION SIUSLAW HIGHWAY

LANE COUNTY

JULY, 1952

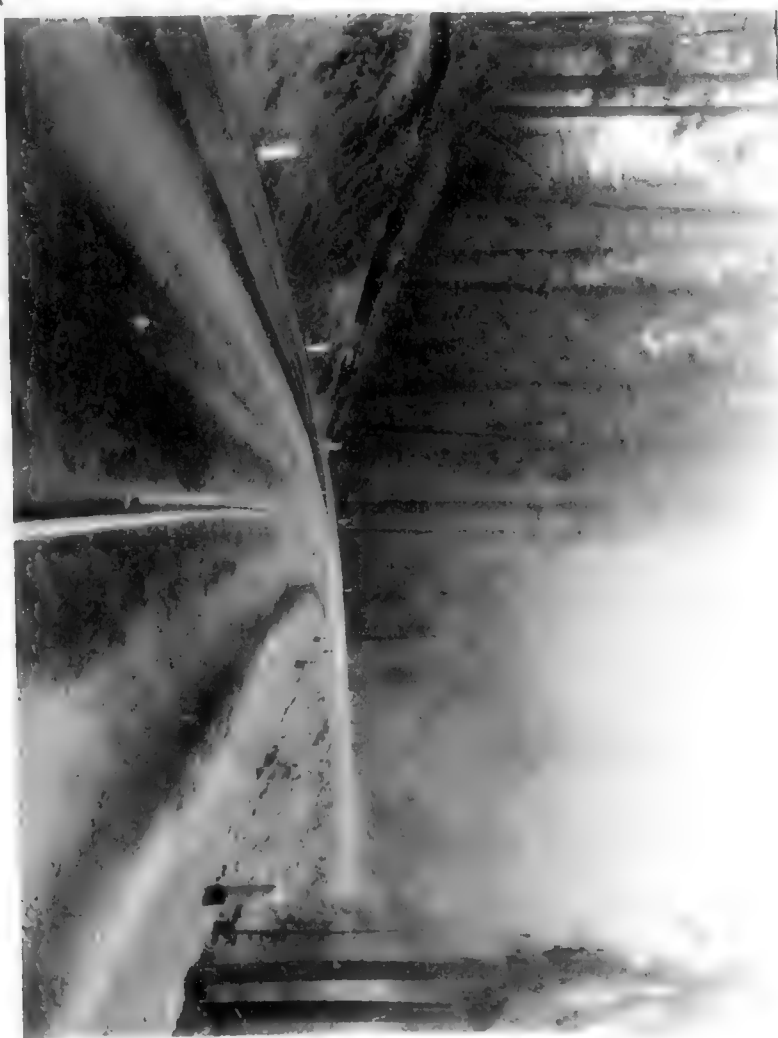


Scale



TYPICAL VIEWS
Siuslaw Highway (ORE36)

1. Looking east from west terminus of three-lane section (M.P. 46.58).
2. Looking east from M.P. 48.02.
3. Looking east from M.P. 48.54.
4. Looking east from M.P. 48.60.



not pending

January 25, 1957

Mrs. Leona Johnson, Secretary
Triangle Grange No. 533
Blachly, Oregon

Dear Mrs. Johnson:

This will acknowledge your letter of January 15, 1957 in which you request in behalf of the members of Triangle Grange No. 533 construction of guard fence along the recently constructed section of the Saslaw Highway east of Blachly as a traffic safety measure.

Your letter will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer.

Thanking you for bringing this matter to our attention, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:jmc

cc: Commissioners
W. C. Williams

Blachly, Oregon
January 15th, 1957

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The members of Triangle Grange No. 533, at Blachly, Oregon, wish to go on record as being greatly in favor of having guard rails installed on both sides of the mountain, on the new piece of highway just East of Blachly.

Up to the present time, there have been no fatalities on this stretch of highway; but - do you not think it advisable to take the necessary steps in seeing that the proper precautions are seen to, and taken care of in the near future, in order to prevent the first fatality.

What with road conditions the way they are in the winter; this piece of highway becomes very dangerous, when wet, and icy. As often is the case, the Highway crews do not get out with their sanding trucks early enough of winter mornings, to sand the Road for early morning travel, and as is the case of many of our residents, early morning travel is necessary to those of us who have work in the Junction City and Eugene areas.

Also Highway 36 is one of the main travelled highways to the Coast. Too, Route F. is not as yet completed - and even when it is; there are those of us who will still have to use this road; therefore we urge you to give this matter your prompt attention; as we feel that any money spent on repairing and installing these rails, will be money very well spent.

Yours truly,
Triangle Grange No. 533
Blachly, Oregon

Leona Johnson
Leona Johnson, Secretary

Seal of Grange

LMJ

RECEIVED
H. B. GLAISYER



#4958

20-8314 Walton-Veneta Rock Prod.
Proj.

1957

RECEIVED

JUL 21 1958

NOTED

W. C. W. MS

July 15th, 1958

FOR FILING
Walton-Veneta Section
Contract #4958

FINAL COST ANALYSIS
Rock Production
E. C. Swaggart Co., Contractor
Geary Worth, Resident Engineer

Richardson-Eugene Highway
Prefix 20-8314

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1 1/4"-0 Cr. Mat'l. in Stockpile	3,208.64	Cu. Yd.	\$2.70	\$2.12	\$ 6,788.82	\$ 8,663.33
3/4"-0 Cr. Mat'l. in Stockpile	2,754.47	" "	2.70	2.12	5,827.90	7,437.07
3/4"-1/2" Cr. Mat'l. in Stockpile	2,015.13	" "	2.85	2.12	4,263.62	5,743.12
1/2"-1/4" Cr. Mat'l. in Stockpile	1,627.06	" "	2.85	2.12	3,442.54	4,637.12
1/4"-#10 Cr. Mat'l. in Stockpile	920.79	" "	2.85	2.12	1,948.20	2,624.25
S.P. Haul Adj. in Favor of Constrctor	165	Yd. Mi.	.10			- 16.50
					\$22,271.08	\$29,088.39

Extra Rock Produced From The Hale Quarry
Walton-Noti Section - Morse Bros. & Durbin Bros.

Coarse Cr. Mat'l. in Base	69,634	Cu. Yd.	1.70	1.66	\$115,435.07	\$118,377.80
3/4"-0 Cr. Mat'l. in Base	9,288	" "	1.70	1.76	16,353.49	15,789.60
3/4"-0 Cr. Mat'l. in Binder Course	1,179	" "	1.70	1.76	2,075.87	2,004.30
Oiling Aggregates	5,879	" "	1.70	1.76	10,349.47	9,992.60
3/4"-0 Cr. Mat'l. in Stockpile	1,921.2	" "	2.00	2.12	4,064.88	3,842.40
3/4"-1/2" Cr. Mat'l. in Stockpile	856.9	" "	2.00	2.12	1,813.03	1,713.80
1/2"-1/4" Cr. Mat'l. in Stockpile	789.5	" "	2.00	2.12	1,670.41	1,579.00
1/4"-#10 Cr. Mat'l. in Stockpile	460.8	" "	2.00	2.12	974.95	921.60
State Purchase Order 1 1/4"-0 Cr. Mat'l. in Stockpile	2,500	" "	1.85	2.12	5,289.52	4,625.00

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Bid</u>	<u>Unit Cost</u>	<u>Total Cost</u>	<u>Gross Revenue</u>
Sold to Lane Co. No Size Given	8,261	Cu. Yd.	\$2.00	\$1.61	\$ <u>13,319.70</u>	\$ <u>16,522.00</u>
					\$193,617.47	\$204,456.49

Gross Revenue	\$204,456.49
---------------	--------------

Total Cost	<u>193,617.47</u>
------------	-------------------

Net Profit	\$ 10,839.02
------------	--------------

Net Profit Equals 5.3% of Gross Revenue

Detail of Cost

Labor:

Labor	\$71,035.46	
Labor Insurance	<u>5,700.12</u>	\$ 76,735.58

Equipment Rental & Misc. Supplies:

Equipment Rental Owned	\$70,384.76	
Equipment Rental Hired	6,186.04	
Gas, Oil & Grease	6,887.04	
Explosives	16,137.70	
Freight & Cartage	744.12	
P.L. & P.D. Insurance	3,220.10	
P.U.C.	520.02	
Electric Power	8,231.52	
Bond	749.05	
Small Tools & Misc. Supplies	1,407.70	
Home Office & General Overhead	<u>2,413.84</u>	<u>116,881.89</u>

Total Cost \$193,617.47

Crushing Breakdown

	Cu. Yds.	Total Cost	Unit Cost
Move In & Set Up	111,294.4	\$ 3,687.44	\$0.033
Drill & Shoot	111,294.4	24,926.02	0.224
Haul to Crusher	111,294.4	45,882.24	0.412
Crushing	111,294.4	104,951.07	0.943
*Haul to Stockpile	37,645	5,584.75	0.148
Haul to Stockpile	17,054.4	6,702.18	0.393
Stockpile	17,054.4	1,883.77	0.110

* Walton-Noti Section material to be used on road.

Remarks:

This was a "State Project" calling for the crushing and stockpiling of 10,000 cu. yds. of crushed rock for maintenance. The contract was bid and awarded May 17th, 1957. Work started July 22nd and was completed August 26th, 1957. Final was received October 30th, 1957, but as the contractor was also crushing for the Walton-Noti grading and paving project, no costs could be gotten until that was completed. That final was received April 17th, 1958.

The contractor, as a subcontractor for Morse Bros. and Durbin Bros. on the Walton-Noti grading and paving project, used the state-controlled quarry located approximately 0.3 mile north of M.P. 29.1 on the Richardson-Eugene Highway in Lane County.

The contractor moved in his equipment and started stripping the quarry October 22nd, 1956. The crushing equipment was moved in and setting up was started the week of November 10th. The drilling for coyote hole was started November 19th and was completed and blasted February 23rd, 1957. The rock broke quite large, requiring a great deal of secondary blasting. With the plant set up, crushing got under way March 21st, 1957, using a semi-portable, four-crusher plant fed by two 3/4-yard shovels and three 6-yard dumptors. One 10-yard truck and one 5-yard truck were used to haul to stockpile. This equipment was used throughout the time the contractor was working on this project, with some hired trucks used to haul only on the rock production contract. The unit price shown on material sold to Lane County and others was bunker price as the contractor shows no haul. As all the work done by this contractor was done together, the costs to the contractor are as to one job.

With the large amount of rock crushed, the contractor realized a good profit, whereas he would have suffered a loss due to over shooting the quarry and the large amount of secondary blasting that was done had he produced only the contract amount.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
NOV 25 1957

FOR FILING

20-8314
(CONTRACT NO.)
1958
(VOUCHER NO.)

26470

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 21, 1957

(EST. NO.)

(CONTRACTOR)

4 Final
(WARRANT NO.)

H. C. Swagart Co.
(AMOUNT)

(DATE)

H197132

\$ 856.65

11-20-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 70 workdays from Oct. 1, 1957.

Time Extensions: None
Completion Date: Aug. 26, 1957
Date Accepted: Sept. 12, 1957
Penalties: None of record.
Claims: None of record.
Remarks:

Date: Nov. 22, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
NOV 22 1957
gc

NOTED ON CARD
0411

RECEIVED
NOV 3 1957

FOR FILING

Nov. 7, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4958 for rock production on the Walton-Veneta Section of the Richardson-Eugene Highway in Lane County was completed by the contractor, E. C. Swaggart Company, on Aug. 26, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$856.65 will be released to the contractor on or after November 18, 1957. The total contract amount is \$29,088.39, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

lsu

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 5, 1957

Section Walton-Veneta Kind of work Rock Production
 Highway Richardson-Eugene County Lane Section prefix 20-8314
 Contractor E. C. Swaggart Co. Contract number 4958
 Date of contract May 17, 1957 Specified work days 70 Work Days from Oct. 1, 1957
 Date work started July 22, 1957 Work days used None
 Project authorization \$ 31,359.38 Per cent of time elapsed 0%
 Exclusive of engineering \$ 29,129.38
 Estimated cost of completed project, exclusive of engineering \$ 29,404.53
 Estimated per cent overrun or underrun Over-Run 0.9%
 Per cent of contract completed, based on total contract price 105%
 Engineering authorization \$ 2,230.00
 Engineering cost to date \$ 2,227.57, 99.9% Date project was completed August 26, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-final Estimate was completed and forwarded to the Division Office at Roseburg
on Wednesday.

This will be the final report on this project.

RECEIVED

OCT 7 1957

NOTED

Eg B CUL

Noted
 M. N. Juve

Signed

Geary D. Worth

Address

2191 E. 15th St., Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000		
Total quantities corrected to date			10,520		
Estimated quantities moved or placed to date			10,520		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy & Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
MAY 21 1957

FOR FILING

20-8314
4958

May 20, 1957

E. C. Swaggart Company
411 Knoop Lane
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4958 for the Walton-Veneta Rock Production Project on the Richardson-Eugene Highway in Lane County.

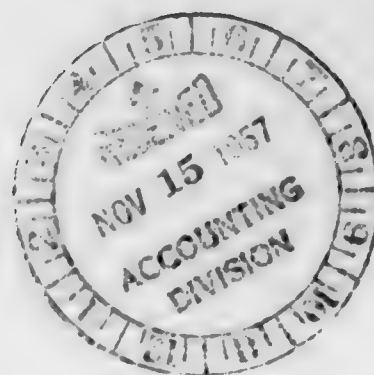
This award was based on your bid of \$27,675.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

24-3605 Sign Department Office on 1957
#1959 Airport Rd. east of Salem



RECEIVED
NOV 22 1957

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 15, 1957

FOR FILING

(CONTRACT NO.)

21-3665
4959
(VOUCHER NO.) 4959

(EST. NO.)

(CONTRACTOR)

6 Final

C. A. Lantz

(WARRANT NO.)

(AMOUNT)

(DATE)

25747

H196427

\$4,128.35

11-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion Date: 120 workdays from 5-28-57

Time Extensions: None
Completion Date: 10-23-57
Date Accepted: 10-31-57
Penalties: None of record
Claims: None of record
Remarks:

Date: Nov. 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOV 18 1957

GC

NOTED ON CARD

2 m

RECEIVED
NOV 3 1957

FOR FILING

Nov. 5, 1957

CERTIFIED MAIL

Anchor Casualty Co.
Saint Paul 14
Minnesota

Gentlemen:

State Highway Contract No. 4959 for construction of Sign Department Office in Marion County was completed by the contractor, C. A. Lantz, on Oct. 23, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of \$4,128.35 will be released to the contractor on or after Nov. 15, 1957. The total contract amount is \$35,850.35, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

NOTED ON CARD
[Signature]

RECEIVED
MAY 21 1957

FOR FILING

24
4/15/57

May 20, 1957

Mr. C. A. Lantz
1053 S. Commercial
Salem, Oregon

Dear Mr. Lantz:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4957 for construction of the Sign Department Office building on Airport Road near the Highway Shops east of Salem in Marion County.

This award was based on your bid of \$35,840.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1957

SUBJECT: Proposed new office building
Salem Shops

To: Mr. W. W. Stiffler
Ass't. State Highway Engineer
Office

We have an item in the Shop Building Budget for a new office building to replace the old accounting office at the Salem Shops. The building was built during the war for temporary use, but has been kept in service by expensive maintenance about as long as is possible without going to reroofing and foundation replacement.

The area occupied by the Sign Department is small and triangular in shape and is congested by Sign Department operations. The proximity to the Shop operations tends to congest their operation, also, so it has been suggested that the new office be located on the East frontage North of the Maintenance building. The Sign Department activities can then grow away from the Equipment Shops, and as time goes on relieve some of the congestion to both.

The Landscape Department has prepared a site map of future long range development of the area and, using this as a guide, we have located a building thereon 38' x 92' as shown in red containing 3,496 sq. ft. which at \$11 per sq. ft. plus 12½% would cost \$43,300. The amount of our budget item is \$42,000, but there is a second item of \$8,000 that we should hold in reserve until this job is under contract.

A rough floor plan is attached showing a possible hall layout to permit future extension to the North. There is room for the building East of the Maintenance Station, but this, we believe, should be reserved for possible future Road or Bridge Maintenance use.

I. A. DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

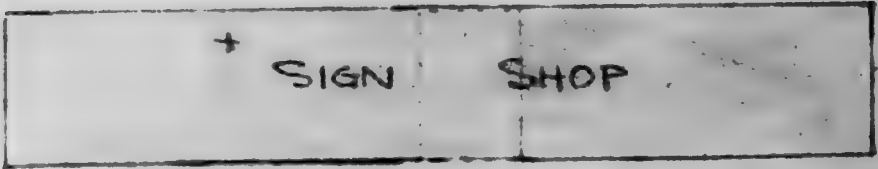
IAD:hl
Enclosures

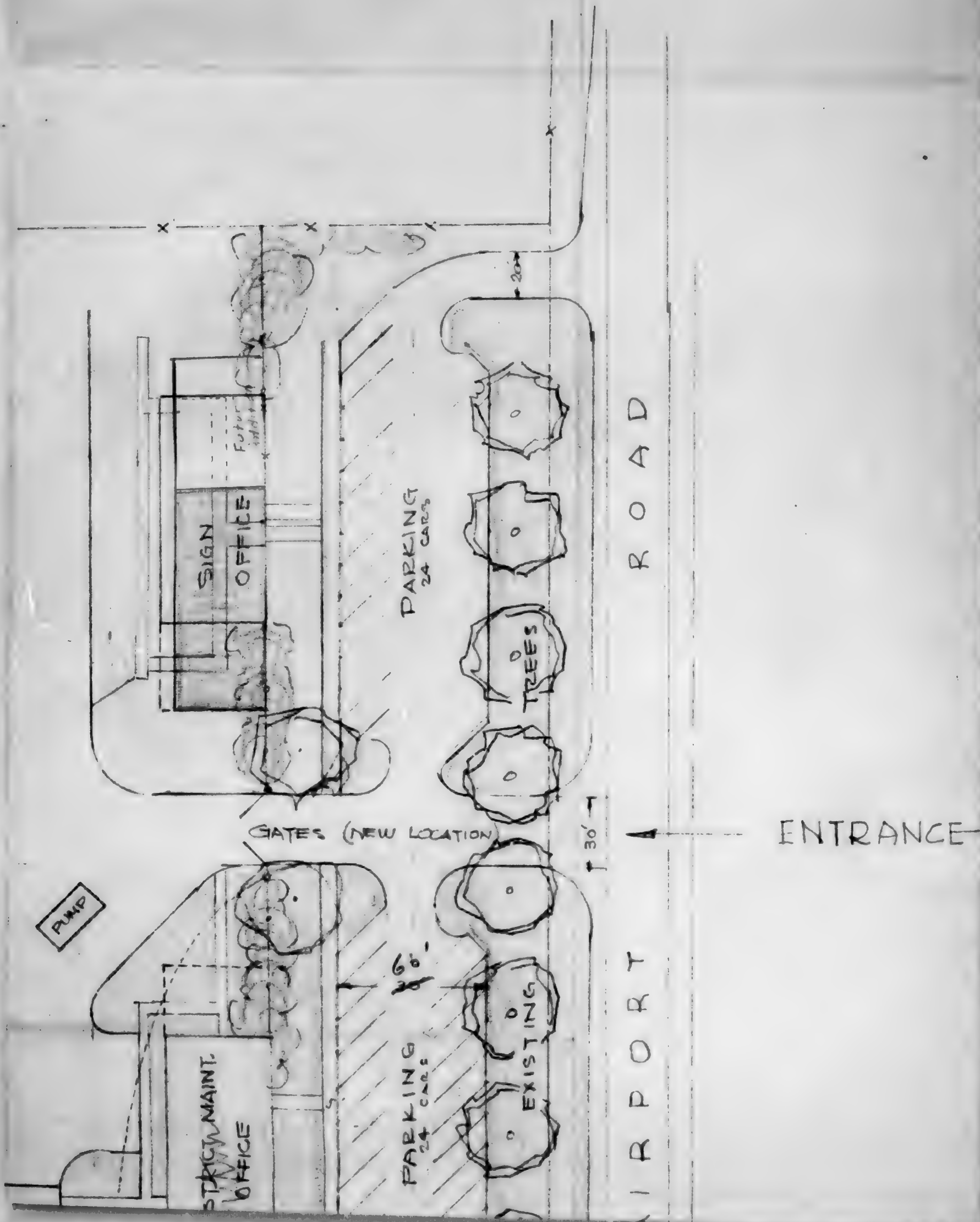
NOTED
W. W. STIFFLER

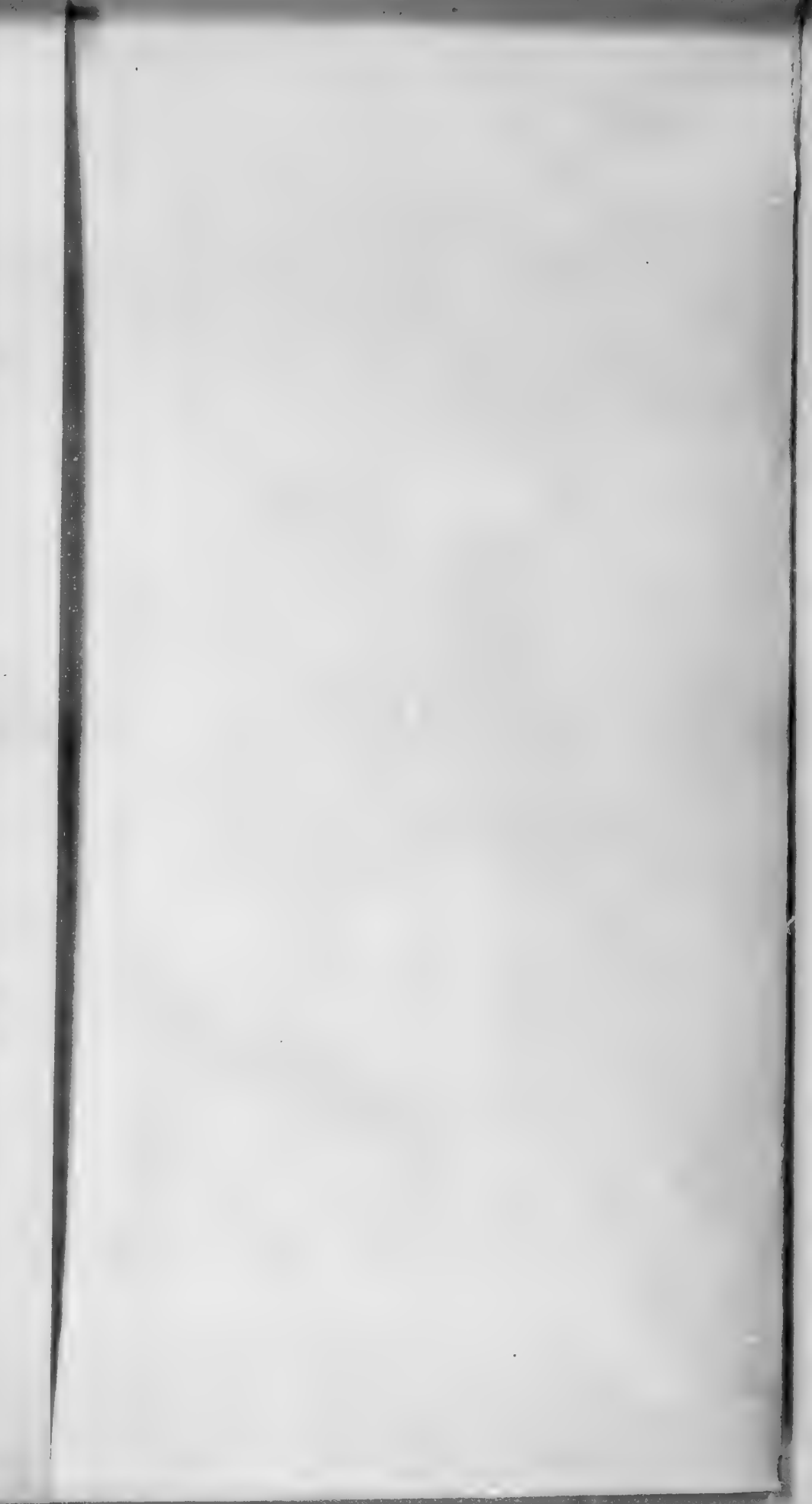
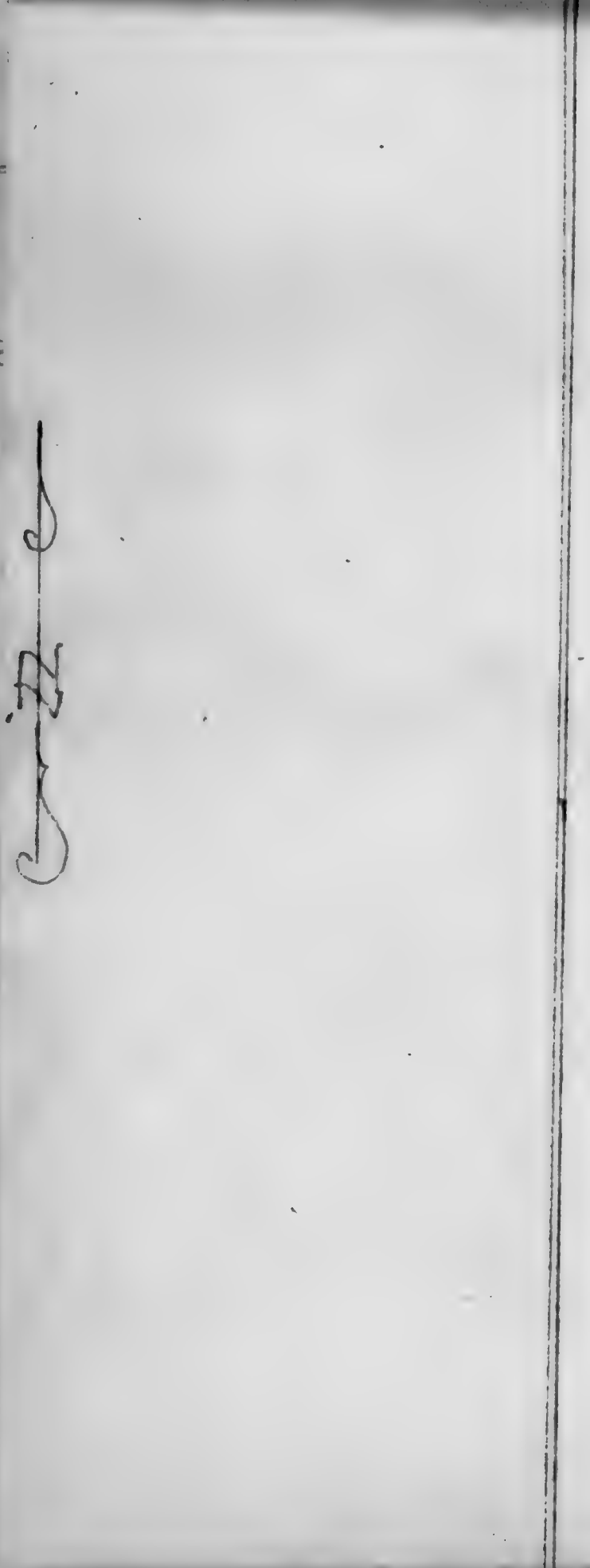
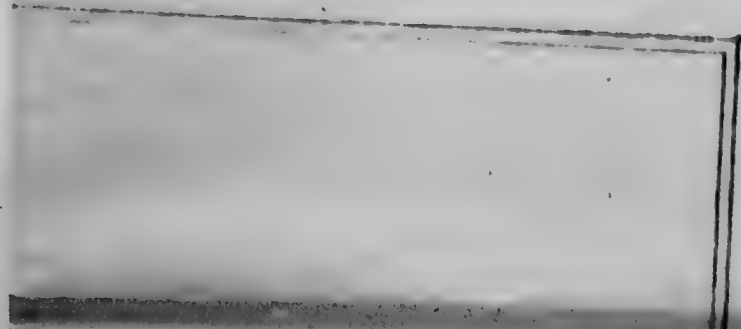




SIGN DEPARTMENT







Handwritten text, possibly a signature or date, oriented vertically.

2

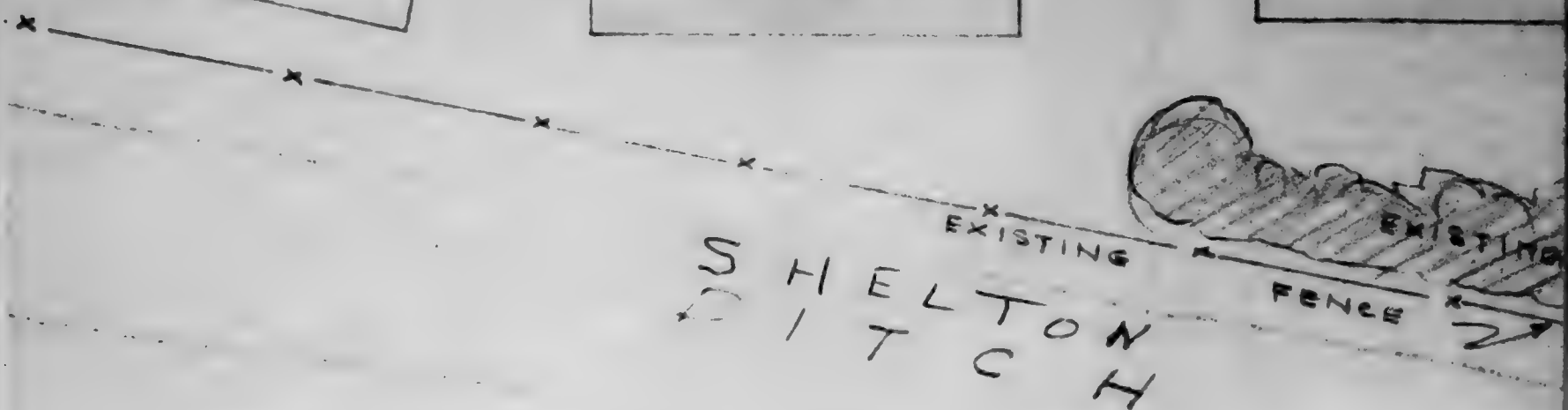
1

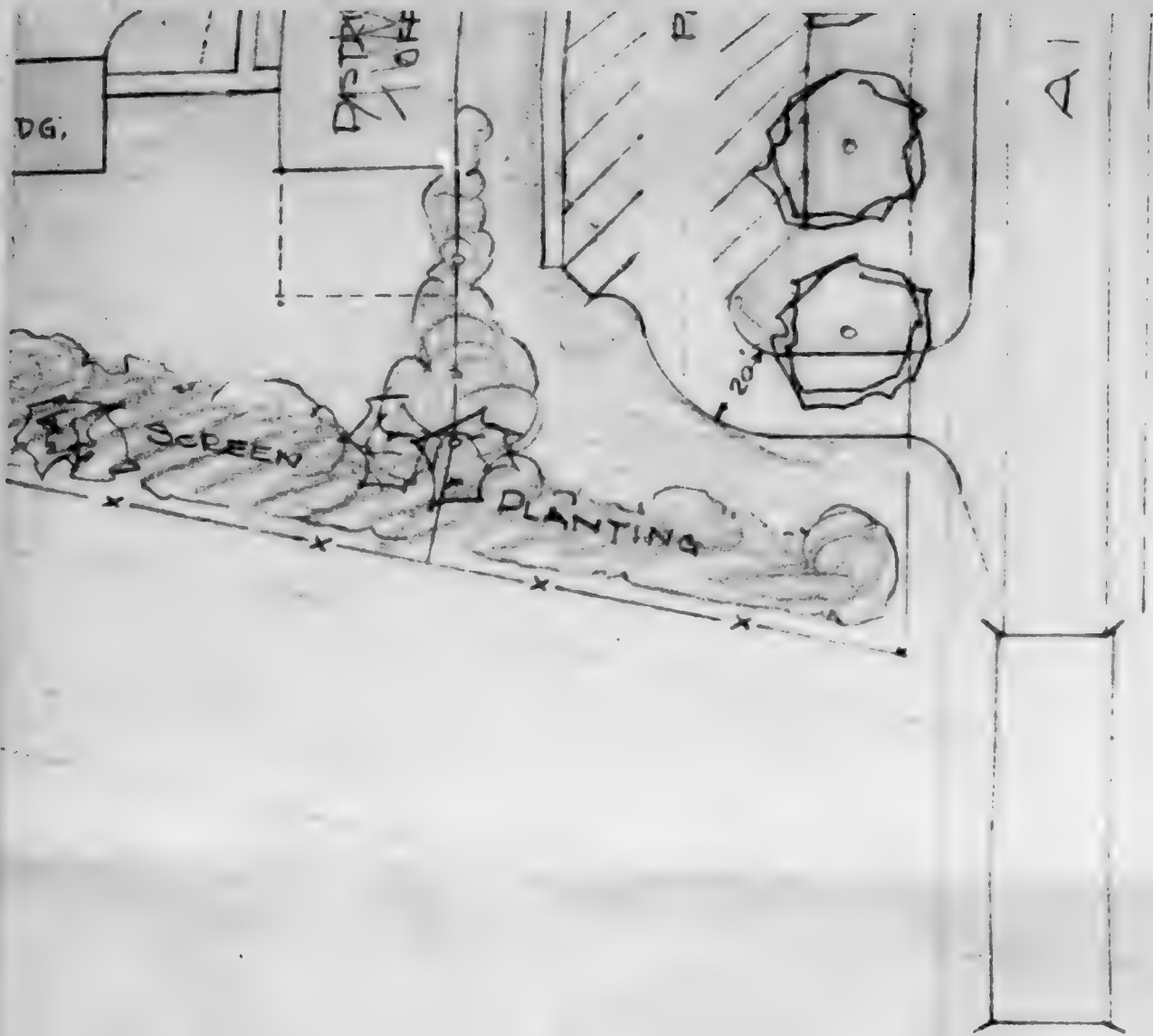
113



BRIDGE MAINTENANCE

MAINTENANCE BU





PROPOSED DEVELOPMENT PLAN
DISTRICT MAINTENANCE OFFICE & SIGN
OREGON STATE HIGHWAY SHOPS
SALEM, OREGON

SCALE 1" = 50'

DEPT.

#4960

I-176(14) Santiam River Br.

1957

I-176(14) Santiam River Br. 1957
#L960

RECEIVED

1959

FOR FILING

176(14)

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 5, 1959

4960
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4960
(VOUCHER NO.)

10A Post Final
(WARRANT NO.)

Donald M. Drake Company
(AMOUNT) (DATE)

26923

85669

\$ 30.25 11-3-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chipewake
ACCOUNTING DIVISION

Specified completion date: 500 workdays from May 31, 1957

Time Extensions: None of record

Completion Date: July 21, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV - 9 1959

NOTED ON CARD

tc

RECEIVED
OCT 20 1959

FOR FILING
4960

October 20, 1959

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

You are hereby notified that a post-final payment will be made to Donald W. Drake Co., on contract #4960 for construction of the Santiam River Bridge on the North Jefferson Jct.-SPRR Overcrossing Section of Pacific Highway in Marion and Linn Counties, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be \$716,257.06, including the post-final payment of \$30.25. Of the total, \$8,248.47 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc: St. Paul Fire & Marine Ins. Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 15, 1959

I-176 (14)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1960
(VOUCHER NO.)

18 Final
(WARRANT NO.)

Donald M. Drake Company
(AMOUNT) (DATE)

22391

44973

\$60,858.77

9/11/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertude Chapweske
ACCOUNTING DIVISION

Specified completion date: 500 workdays from 5/31/57

Time Extensions: None of record

Completion Date: July 21, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: September 15, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: SEP 24 1959

NOTED ON CARD

ic

RECEIVED
59

FORM 1000 11-29-1950

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 3, 1959

SUBJECT: State Highway Contract 4960

To: Forrest Cooper ✓
Tom Edwards
R. L. Porter

Donald M. Drake Company has signed and returned ^{the} final estimate on our Contract No. 4960, but in so doing have notified us of their intention to file a claim for additional compensation on Extra Work Order No. 1, for furnishing and placing riprap.

C. H. Maison

C. H. Maison
Auditor

CHM:hs

NOTED
FORREST COOPER



RECEIVED
AUG 21 1959

FOR FILING

J 176 (4)
4960

August 20, 1959

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

State Highway contract #4960 for the Santiam River Bridge construction on the North Jefferson Jct.-SPER Overcrossing Section of Pacific Highway in Marion-Linn Counties was completed by the contractor, Donald W. Drake Company, on July 21, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of \$60,858.77 will be released to the contractor after acceptance by the Commission. The total contract amount is \$716,226.81, of which amount \$8,218.22 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc: St. Paul Fire & Marine Ins. Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

RECEIVED

Month Transaction No.
SEP 5 - 1957Form -2
(5-29-57)U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon

County Marion and Linn

Project No.
I-176(14)

Project Report No.

6 I-176(14)

FEDERAL-AID PROJECT AGREEMENT

4910 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

At Linn and Marion County Lines nine miles north of Albany on U.S. 99E.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	12/26/56	0.2
Rights-of-Way		
Construction	4/18/57	0.2
Other (Specify)		

FUNDS

Estimated total cost of project
\$ 804,855.50Federal funds
\$ 742,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By

Charles H. Reynolds
Chairman, State Highway Commission

By

Mr. Mc Luer
Member, State Highway Commission

By

Member, State Highway Commission

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By

C. G. Stolk
Division EngineerDate executed by
Division Engineer August 20, 1957

RECOMMENDED FOR APPROVAL:

Oregon State Highway Department

Federal Aid
Project No. I-176(14)

SANTIAM RIVER BRIDGE ON THE PACIFIC HIGHWAY IN MARION AND
LEWIS COUNTIES

(Estimate as a basis for project agreement. Based on Low Bid Prices.)

Salem, Oregon June 5, 1957

Type Code P.E.

All Required Preliminary Engineering \$ 31,000.00

Type Code X034

Santiam River Bridge (Sta. 709+33.00 to Sta. 718+23.00) (Contract No. 4960)

All Required	Shoring, Cribbing, Etc.		\$ 98,000.00
3,500 cu.yds.	Structural Excavation, Unclassified	5.00	17,500.00
1,930 cu.yds.	Class "A" Concrete	62.00	119,660.00
590 cu.yds.	Seal Concrete	38.00	22,420.00
343,000 lbs.	Metal Reinforcement	0.13	44,590.00
1,389,000 lbs.	Structural Steel	0.285	395,865.00
620 lin.ft.	Metal Handrail	8.50	5,270.00
50 lin.ft.	8" Corrugated Metal Pipe	4.00	200.00
	Subtotal		\$703,505.00
	10% Engr. & Cont.		70,350.50
	Total		\$773,855.50

Length of Structure. 0.172 mile

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 31,000.00	\$ 28,000.00	\$ 3,000.00
Structure	773,855.50	714,900.00	58,955.50
	\$804,855.50	\$742,900.00	\$61,955.50

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-176(14)

SANTIAM RIVER BRIDGE ON THE PACIFIC HIGHWAY IN
MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon April 17, 1957

Type Code P.E.

All Required Preliminary Engineering \$ 31,000.00

Type Code X034

Santiam River Bridge (Sta. 709+83.00 to Sta. 718+93.08)

All Required	Shoring, Cribbing, Etc.		\$100,000.00
3,500 cu.yds.	Structural Excavation, Unclassified	\$10.00	35,000.00
1,930 cu.yds.	Class "A" Concrete	70.00	135,100.00
590 cu.yds.	Seal Concrete	40.00	23,600.00
343,000 lbs.	Metal Reinforcement	.13	44,590.00
1,389,000 lbs.	Structural Steel	.32	444,480.00
620 lin.ft.	Metal Handrail	12.00	7,440.00
50 lin.ft.	8-inch Corrugated Metal Pipe	4.00	200.00
	Subtotal		\$790,410.00
	10% Engr. & Cont.		79,041.00
	Total		\$869,451.00

Length of Structure.....0.172 miles

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$31,000.00	\$ 28,000.00	\$ 3,000.00
Structure	869,451.00	803,000.00	66,451.00
	\$900,451.00	\$831,000.00	\$ 69,451.00

RECEIVED
MAY 21 1957

FOR FILING

5-17-57
4760

May 20, 1957

Donald M. Drake Company
1600 S. W. Savier Street
Portland 9, Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4760 for construction of the Santiam River Bridge on the Pacific Highway north of Albany in Linn and Marion Counties.

This Award was based on your bid of \$703,505.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAY 17 1957

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

4960

08-35

May 17, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4960 for Oregon Project I-176(14), Santiam River Bridge on the North Jefferson Junction-S.P.R.R. Overcrossing Section of Pacific Highway, to Donald M. Drake Company of Portland, Oregon, low bidder in the amount of \$703,505.00 at today's bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

W. C. Williams

30-8322 Pilot Rock-Grant Co. Line 1957
Rock Prod. Proj. on Pendleton-

RECEIVED
JUL 23 1958

W. C. Williams

July 21, 1958

NOTED
W. C. WILLIAMS

FOR FILING

FINAL COST ANALYSIS

Pilot Rock-Grant County Line
Contract No. 4961

Rock Production Project
Barney Helser, Contractor
John H. Walker, Resident Engineer

Pendleton-John Day Highway
Prefix No. 30-8322

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. 3/4"-1/2" Crushed Material in Stockpile	5,135.4	Cu. Yds.	\$3.40	\$2.83	\$14,552.95	\$17,460.36
2. 1/2"-1/4" Crushed Material in Stockpile	5,826.27	Cu. Yds.	3.40	2.83	16,510.77	19,809.32
3. 1/4"-#10 Crushed Material in Stockpile	4,414.15	Cu. Yds.	3.40	2.83	12,509.04	15,008.11
Haul Adj., Favor of Contractor	1,820.22	Yd. Mi.	.12			218.43
Liquidated Damages						- 1,500.00
					<u>\$43,572.76</u>	<u>\$50,996.22</u>

Gross Revenue	\$50,996.22
Total Cost	<u>43,572.76</u>
Net Profit	\$ 7,423.46

Net Profit Equals 14.55 Per Cent of Gross Revenue

DETAIL OF COST

LABOR:

Labor and Supervision	\$ 7,803.72	
Labor Insurance and Health and Welfare	<u>936.45</u>	
		\$ 8,740.17

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rental, Owned	\$11,716.62	
Equipment Rental, Hired	13,087.19	
Gas, Oil, and Grease	2,993.12	
Freight	64.40	
P. U. C.	156.07	
Small Tools and Misc. Supplies	1,147.63	
Drilling and Shooting	4,920.26	
Bond	390.19	
Home Office and General Overhead	<u>359.11</u>	
		<u>\$34,832.59</u>

TOTAL COST \$43,572.76

CRUSHING BREAKDOWN

	<u>Quantity</u>	<u>Unit</u>	<u>Cost</u>	<u>Unit Cost</u>
Drill and Shoot	15,375.82	Cu. Yds.	\$ 5,197.53	\$0.338
Feed to Crusher	15,375.82	Cu. Yds.	7,220.41	0.469
Crushing	15,375.82	Cu. Yds.	9,638.94	0.627
Haul to Stockpile	15,375.82	Cu. Yds.	19,506.07	1.268
Stockpile Crushed Materials	<u>15,375.82</u>	<u>Cu. Yds.</u>	<u>2,009.81</u>	<u>0.131</u>
TOTAL COST	15,375.82	Cu. Yds.	\$43,572.76	\$2.833

The crushing plant operated 212 hours for an average of 72.52 cubic yards per working hour.

REMARKS:

This was a "State Project" consisting of furnishing 15,375.82 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Pilot Rock-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County.

This project was bid and awarded May 17, 1957 and completed December 23, 1957.

The contractor began work on this project October 14th with a D-7 dozer stripping the overburden from the quarry. Two days were required in stripping and then Droper and Speers, drilling contractors, came in and began drilling operations.

The contractor began moving his crushing plant from Heppner to this project on October 16th. The next three weeks were used in setting up the plant. This was a lengthy period of time used for plant set up, but I assume that time wasn't of essence since the contractor had already run out of workdays and regardless of how fast preparations and crushing moved, he would have to pay the full limit of liquidated damages.

Crushing operations began November 20, 1957. Rain and snow delayed operations prior to that time. From November 20th on the weather stayed clear and cold and caused no further delays.

All crushing and stockpiling was completed December 23rd.

It is to be noted that the haul on materials was quite high. This is due to having all hired trucks and long haul from one location, at quarry located at MP 34.6, on the Pendleton-John Day Highway. The long, uphill haul was to the Grant County Line. This haul would have been shorter had the contractor also used the quarry at MP 57.5.

The contractor made a good profit, despite delays and damages.

M. N. Juve
Chief Cost Analyst

By

G. K. Hanson

RECEIVED
MAY 11 1958

OREGON STATE HIGHWAY DEPARTMENT
(date)

March 10, 1958

FOR FILING

(CONTRACT NO.) 30-1322 (EST. NO.)

(CONTRACTOR)

1961 (VOUCHER NO.) 4761 3 Final (WARRANT NO.)

Barney Helsor Rock Production
(AMOUNT) (DATE)

1367

H206281

\$ 1,006.88

3-10-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapin
ACCOUNTING DIVISION

Specified completion date: 90 workdays from 6-1-57

Time Extensions: None

Completion Date: Dec. 23, 1957

Date Accepted: May 8, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: May 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

MAY 13 1958

NOTED ON CARD

lm

RECEIVED
FEB 21 1958

FOR FILING

31-1222
471

Feb. 20, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4961 for rock production on the Pilot Rock-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County was completed by the contractor, Barney Halser Rock Production, on Dec. 23, 1957, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$1,006.88 will be released to the contractor after acceptance by the Commission. The total contract amount is \$50,996.22, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

em

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 3, 1958

Section Pilot Rock-Grant County Line Kind of work Rock Production
 Highway Pendleton-John Day County Umatilla Section prefix 30-8322
 Contractor Barney Helser Rock Production Contract number 4961
 Date of contract May 17, 1957 Specified work days 90 Begin June 1, 1957
 Date work started October 14, 1957 Work days used 115
 Project authorization \$ 55,845.00 Per cent of time elapsed 127.8 %
 Exclusive of engineering \$ 51,873.80
 Estimated cost of completed project, exclusive of engineering \$ 53,035.40
 Estimated per cent ~~underrun~~ 0.6 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 3,971.20
 Engineering cost to date \$ 2,461.89, 61.7 % Date project was completed DEC 23, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was forwarded to the La Grande Division Office on
 Thursday of this week.

This will complete this project as far as this office is concerned with
 possible exception of recheck of quantities.

CONSTRUCTION DIVISION
RECEIVED

NOTED BY B A
 CE 117 AFE 003

Noted
 M. N. Juve

Signed

Resident Engineer

Address

Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			14,600 CY		
Total quantities corrected to date			15,405 CY		
Estimated quantities moved or placed to date			15,405 CY		
Average daily quantities					
Average daily quantities necessary to complete project on time			Job completed Dec. 23, 1957		
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cold-clear		
Tuesday	Cold-clear		
Wednesday	Cloudy		
Thursday	Snow		
Friday	Cloudy-fog		
Saturday			

RECEIVED
MAY 21 1957

FOR FILING

W-522
11/11/

May 20, 1957

Mr. Barney Helser
14000 S. W. Far Vista
Beaverton, Oregon

Dear Mr. Helser:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4961 for the Pilot Rock-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County.

This award was based on your bid of \$49,640.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

30-1061 Sand Station-Washington 1957
#4962 State Line Shoulder Oiling
Proj.

RECEIVED
AUG 1 1957

W. C. Williams

July 31st, 1957

FOR FILING

Sand Station-Washington State Line
Contract #4962

FINAL COST ANALYSIS

Shoulder Oiling
J. C. Compton Company, Contractor
C. C. McKinney, Resident Engineer

Columbia River Highway
Prefix 30-1061

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Shoulders	6.97	Mile	\$325.00	\$29.34	\$ 204.54	\$ 2,265.25
Furnish and Place Aggregates	1,200	Cu. Yd.	5.95	5.77	6,926.36	7,140.00
120-150 Asphalt	84.62	Ton	43.00	42.23	3,573.61	3,638.66
RS-1 Asphalt	24.61	"	45.00	44.03	1,083.62	1,107.45
Force Account (State Participation of Flagging)					<u>265.47</u>	<u>152.65</u>
					\$12,053.60	\$14,304.01

Gross Revenue \$14,304.01

Total Cost 12,053.60

Net Profit \$ 2,250.41

Net Profit Equals 15.73% of Gross Revenue

NOTED
W. C. WILLIAMS

RECEIVED
AUG 1 1957
C. C. MCKINNEY
RESIDENT ENGINEER

Detail of Cost

Contract #4962

Labor:

Labor and Supervision	\$2,570.50	
Labor Insurance	216.96	
Health and Welfare	<u>57.10</u>	\$ 2,844.56

Equipment Rentals & Misc. Supplies:

Equipment Rental, Owned	\$1,401.48	
Equipment Rental, Trucks Without Operators	151.54	
Gas, Oil and Grease	494.77	
Freight (On Asphalt)	922.89	
P.U.C.	30.48	
Bond	73.72	
Small Tools and Misc. Supplies	46.88	
Home Office and General Overhead	<u>93.77</u>	3,215.53

Materials:

RS-1 Asphalt	24.61 Ton	at \$28.80	\$ 708.77	
120-150 Asphalt	84.62 "	" 27.00	2,284.74	
Cr. Rock Purchased from				
Jones-Scott Co.,	1,200 Cu. Yd.	" 2.50	3,000.00	
Umatilla			<u> </u>	<u>5,993.51</u>

Total Cost \$12,053.60

Remarks:

This was a "State Project" consisting of the construction of 6.97 miles of Type O-11 modified oil mat wearing surface on highway shoulders on the Columbia River Highway in Umatilla County.

This project was bid and awarded May 17th, 1957. Work started May 29th and was completed June 5th, 1957; 60 workdays were allowed for the project.

The contractor moved his equipment onto the project Wednesday, May 29th. The contractor used a Caterpillar 212 grader for five hours on Wednesday preparing shoulders for oiling. The cost of shoulder preparation was very little in comparison to the bid price because working in the narrow confines of shoulder width and guard rails was less difficult than the contractor anticipated. The shoulders were free of any extraneous materials such as large rock and other undesirable matter.

Placing of aggregate on the southerly side and preparing the shoulders on the northerly side began on Friday, May 31st. Placing of the oil mat wearing surface on the shoulders was completed June 5th.

As pointed out above, the greatest portion of the profit was made on shoulder preparation. Even with the efficiency of operations of this contractor, the small profit on the other items was mainly due to the cost of the long haul of the aggregates from Umatilla and the freight costs on asphalt. The average haul of aggregates was approximately 15.6 miles.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

RECEIVED
1957

FOR FILING

23-1061

OREGON STATE HIGHWAY DEPARTMENT

(date)
July 30, 1957

files

(CONTRACT NO.)

4962

(EST. NO.)

(CONTRACTOR)

4962

3-Final

J. C. Compton Co.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

16746

H-187131

\$ 500.00

7/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 60 workdays from 6-1-57

Time Extensions: None

Completion Date: June 6, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: August 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 1 1957

Ruth Rawlings

RECEIVED
JUL 22 1957

FOR FILING

3-1-1
4-1-2

July 22, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4962 for shoulder oiling on the Sand Station-Washington State Line Section of the Columbia Highway in Umatilla County was completed by the contractor, J. C. Compton Company, on June 6, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of \$500.00 will be released to the contractor on or after August 1, 1957. The total contract amount is \$14,304.01, of which amount \$152.65 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Gordon Carey Ins. Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD

lme

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 8, 1957

Section Sand Station - Washington State Line Kind of work Shoulder Oiling
 Highway Columbia River County Umatilla Section prefix 30 - 1061
 Contractor J.C. Compton Co. Contract number 4962
 Date of contract May 17, 1957 Specified work days 60 (Beginning June 1, 1957)
 Date work started May 29, 1957 Work days used 3
 Project authorization \$16,812.28 Per cent of time elapsed 5 %
 Exclusive of engineering \$15,616.74
 Estimated cost of completed project, exclusive of engineering \$15,616.74
 Estimated per cent overrun or underrun %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$1,195.54
 Engineering cost to date \$ 1000.00 84 % Date project was completed June 6, 1957, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed this project this week.

NOTED

Noted

M. N. Juve

Signed

Address Herniston, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				6.97	
Miles partially completed				6.97	
Miles completed				6.97	
Total estimated quantities (contract)				120 Tons	
Total quantities corrected to date				110 Tons	
Estimated quantities moved or placed to date				109.2 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				24	

Men	24
Supervision	2
Men and trucks under 3 tons	9
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels, Power graders ...2..., Rollers ...1..., Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, Oiling Equipment

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Warm		
Tuesday	"		
Wednesday	"		
Thursday			
Friday			
Saturday			

1000
1000

RECEIVED
MAY 21 1957

FOR FILING

30-1-51
4962

May 20, 1957

J. C. Compton Company
U. S. National Bank Bldg.
McMinnville, Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4962 for the Sand Station-Washington state Line shoulder oiling project in Umatilla County.

The award was based on your bid of \$14,744.25, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd
cc - Tom Edwards
D. H. Probert
R. G. Savage, SLAC

331-1707 Cove (French and Hill Sts.) 1957
#4963 Grading and Paving Proj.

RECEIVED
JAN 10 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 9, 1958

filed

<u>30706</u>
(CONTRACT NO.)
<u>1963</u>
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

4-Final
(WARRANT NO.)

Leslie Harris
(AMOUNT)

(DATE)

30706

4201367

\$ 779.67

1/9/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion Date: **80 workdays from 6-1-57**

Time Extensions: **None**

Completion Date: **Oct. 15, 1957**

Date Accepted: **Dec. 5, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **1-9-58**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: **JAN 9 1958**
SPW

NOTED ON CARD

SPW

RECEIVED
DEC 18 1957

FOR FILING

December 17, 1957

CERTIFIED MAIL

General Insurance Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State highway contract No. 4963 for work performed on French & Hill Streets in the City of Cove in Union County was completed by the contractor, Leslie Harris, on October 15, 1957 and was formally accepted by the Highway Commission on December 5, 1957.

Final payment in the amount of \$779.67 will be released to the contractor on or after December 27, 1957. The total contract amount is \$16,529.97, of which amount \$124.72 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

12-17-57

nm

Constr. Engr.

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 18, 19 57

Section <u>Cove (French & Hill Sts.)</u>	Kind of work <u>Grading and Paving</u>
Highway <u>City Street</u> County <u>Union</u>	Section prefix <u>331-1707</u>
Contractor <u>Leslie Harris</u>	Contract number <u>4963</u>
Date of contract <u>May 17, 1957</u> , 19	Specified work days <u>80 WD beg. 6-1-57</u>
Date work started <u>July 22, 1957</u> , 19	Work days used <u>89</u>
Project authorization \$ <u>17,964.00</u>	Per cent of time elapsed <u>111</u> %
Exclusive of engineering \$ <u>16,686.56</u>	
Estimated cost of completed project, exclusive of engineering \$ <u>17,000</u>	
Estimated per cent overrun or underrun <u>over 1.9</u> %	
Per cent of contract completed, based on total contract price <u>104.9</u> %	
Engineering authorization \$ <u>1277.44</u>	
Engineering cost to date \$ <u>1450</u> , <u>113.5</u> %	Date project was completed <u>Oct. 15</u> , 19 <u>57</u>

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shoulder rock was placed Monday and Tuesday. Contractor worked 2 men Tuesday on miscellaneous cleanup work bringing project to completion late that afternoon.

This will be the last weekly report.

Signed Kenneth Berg
 Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.32	0.32			0.32
Miles partially completed					
Miles completed	"	"			"
Total estimated quantities (contract)	Blade grader 24 hours	560 cy			700 tons
Total quantities corrected to date	31.5	647			760
Estimated quantities moved or placed to date	31.5	647			760
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		11			
Average force on project for week		5			

Men	3
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	1
Men and tractors	

Equipment used during week: Shovels, Power graders 1, Rollers 1, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers 2 tractor loaders (D-4)

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 21 1957

FOR FILING

35-1777
4713

May 20, 1957

Mr. Leslie Harris
805 S. E. Court Avenue
Pendleton, Oregon

Gentlemen:

The state Highway Commission on May 17, 1957 awarded to you state Highway Contract No. 4963 for grading and paving French and Hill streets in the City of Cove in Union County.

The award was based on your bid of \$15,868, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd
cc - Tom Edwards
A. H. Probert
B. G. Savage

RECEIVED
APR 30 1957

FOR FILING

Salem, Oregon
April 25, 1957

\$250,000 Fund Agreement
City of Cove

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto is a conformed copy of an agreement with the City of Cove covering the \$250,000 Special Fund project on French and Hill Streets in Cove.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Cove, Oregon.

Secretary

rn
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 15, 1957

SUBJECT. \$250,000 Fund Agreement
City of Cove

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the \$250,000 fund project on French and Hill Streets in Cove. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956. ✓

John D. Graham
John D. Graham

Office Engr., County & City Relations

JDG:mm

Att.

[Signature]
APPROVED

ASST. STATE HIGHWAY ENGINEER

Date

April 17, 1957

AUTHORIZED BY HIGHWAY COMMISSION

DATE 12-17-56 Minute Page 29

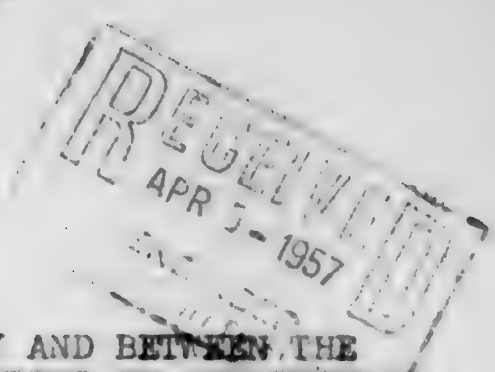
[Signature]
Secretary



CITY OF COVE: SERIES 1956 and 1957

4-1-57

ORDINANCE NO. 5



AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF COVE, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF FRENCH STREET FROM MAIN STREET TO HILL STREET; HILL STREET FROM FRENCH STREET TO 2CND. STREET, A DISTANCE OF APPROXIMATELY 0.33 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Cove, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805, and

Whereas the State Highway Commission has accepted such application for the improvement of French and Hill streets, a distance of approximately 0.33 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to \$20,000 and the City of Cove to pay all cost in excess of \$20,000, the City of Cove does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Cove, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of French and Hill Streets and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Cove, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated MARCH 2, 1904.

AYES 5

NAYES 0

Submitted to and approved by the Mayor the 1st day of April, 1957

By Jay M. Martin
Mayor

ATTEST:

Jay M. Martin
City Recorder

THE CITY OF COVE
Cove, Oregon

250,000
1957

NOTED
J. C. H. 4

OFFICE OF THE RECORDER

Sept 20, 1956

NOTED
Harold C. Ayers

Mr Harold C. Ayers, Field Engineer
Oregon State Highway Commission
Salem, Oregon

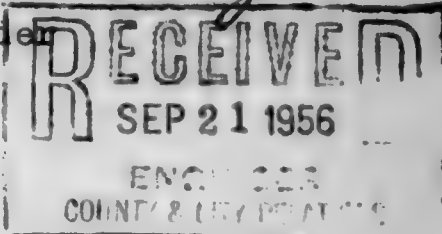
Dear Mr Ayers:

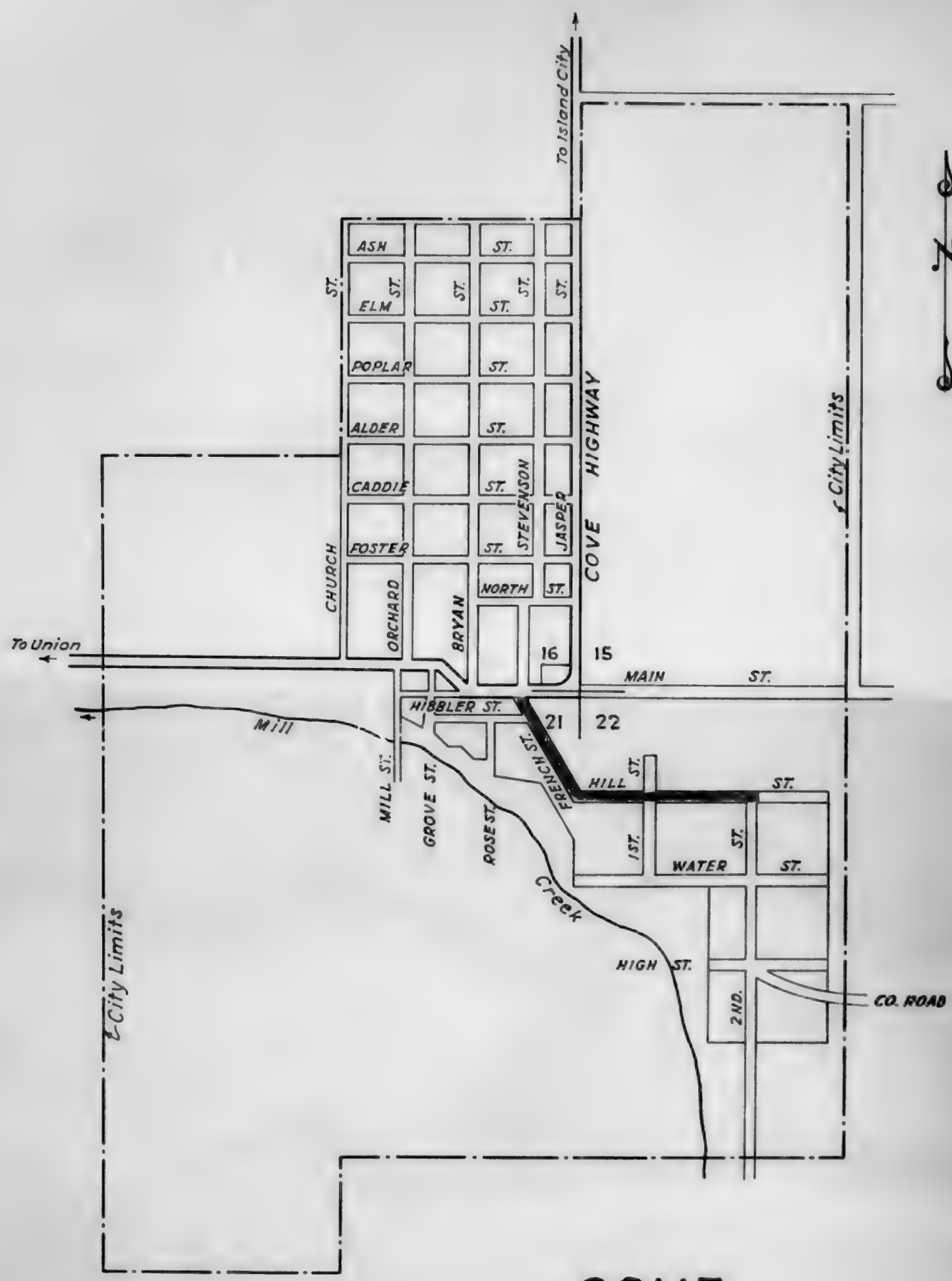
With reference to our conversation on Sept 10, 1956, regarding the street improvements in Cove, Oregon, please be advised that the City Council and the Mayor have approved the expenditure of approximately Nine Hundred (\$900.00) Dollars for the tile and labor for drainage on Hill Street as according to your suggestions.

Very Truly Yours

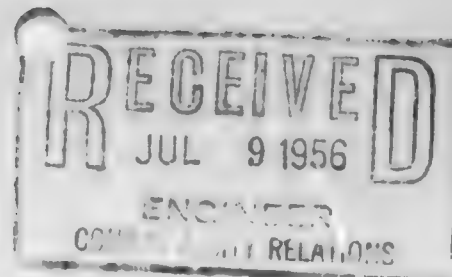
Pearl L. George

City Recorder





COVE
Scale 1"=800'



R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Bove, Oregon is an incorporated city of the State of Oregon, and has a population of 282, as given by the latest official census, and AN INCREASE OF 18 SINCE 1930

WHEREAS, the following streets of said city, French St.

Hill St. and 2nd St., with about
1 block length of street connecting
with the county road.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

French Street

Hill

2nd

And about 1 block of street that
connects with the county road at
the city limits

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Love, Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate J. M. MARTIN as the official representative of the city in all negotiations resulting from this request.

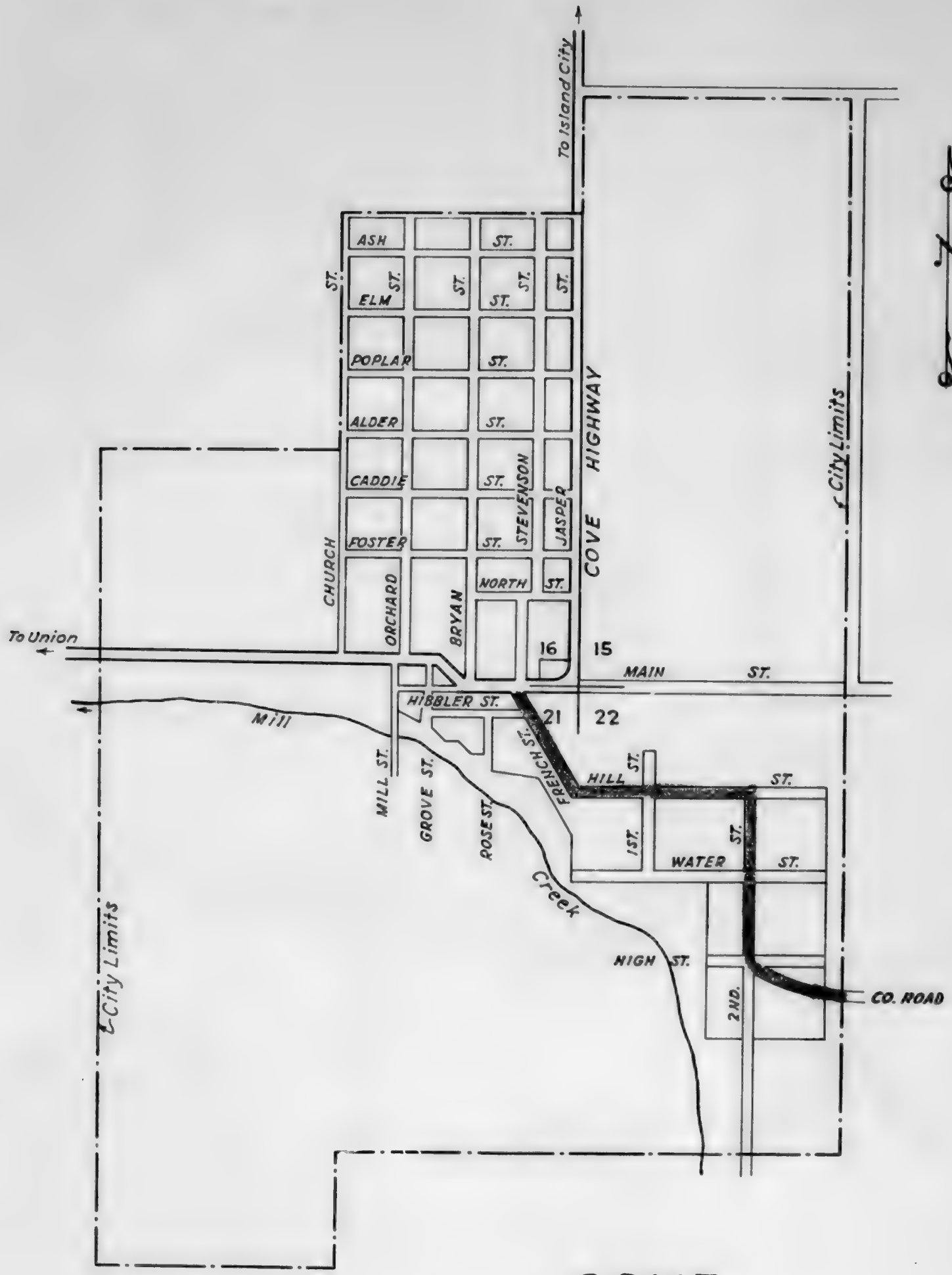
Passed and approved this 2nd day of July, 1956.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

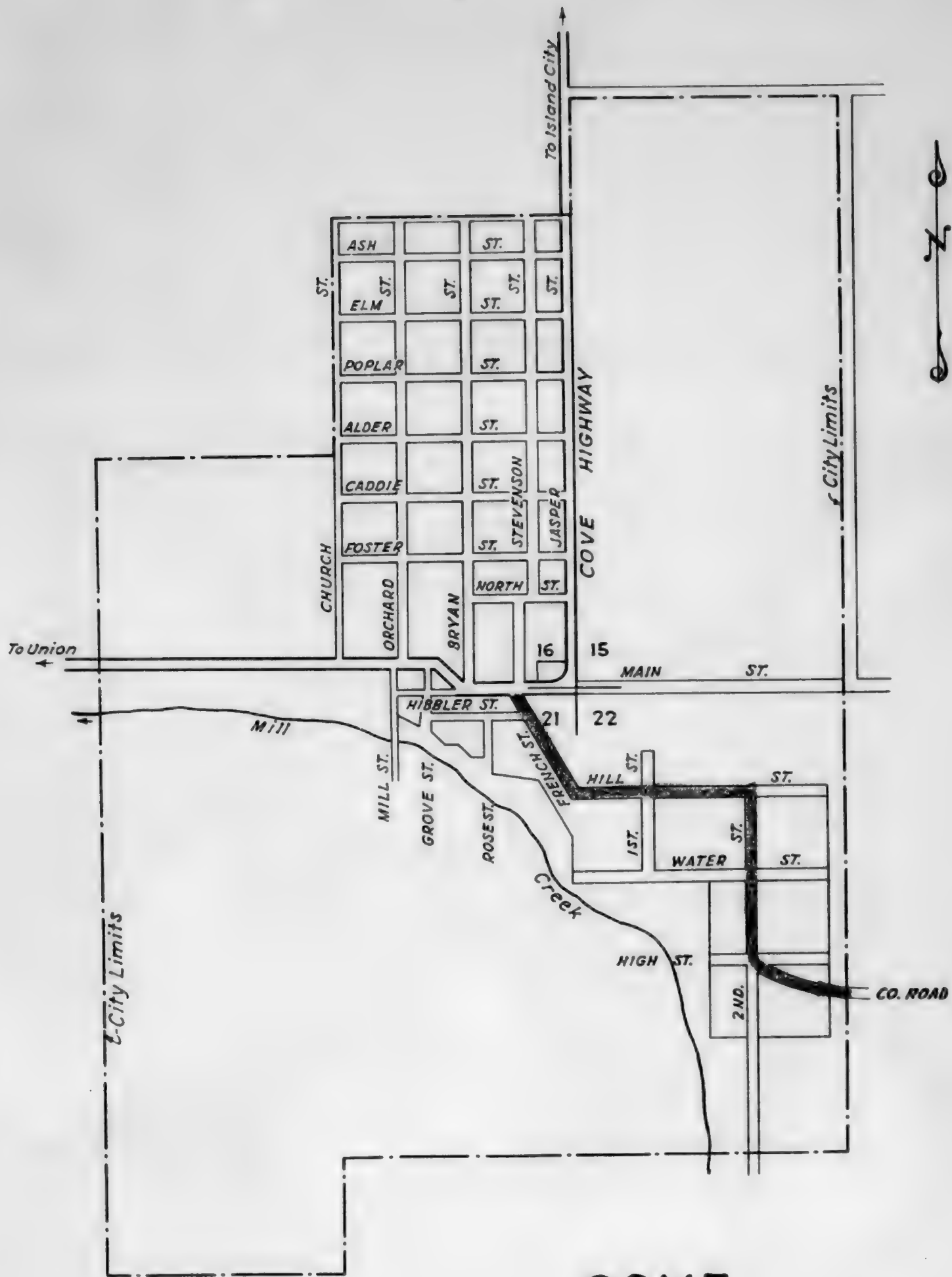
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Love, Oregon at a regular or special meeting of said Council, held on the 2nd day of July, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3rd day of July, 1956.

Pearl L. George
City Recorder



COVE
Scale 1"=800'



COVE
Scale 1"=800'

331-1708 Elgin (Division St. & S. 1957
#1961 7th Ave.) Stone Base &
Paving Proj.

RECEIVED
NOV 25 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 19, 1957

filed

(CONTRACT NO.) <u>26137</u>
<u>1961</u>
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

2 Final
(WARRANT NO.)

H. J. & H. W. Miller
(AMOUNT)

(DATE)

26137

H196808

\$ 500.00

11-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertie Chapweske
ACCOUNTING DIVISION

Specified completion Date: 60 workdays from 6-1-57

Time Extensions: None

Completion Date: Sept. 17, 1957

Date Accepted: Oct. 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
NOV 21 1957

GC

NOTED ON CARD

CM

RECEIVED
NOV 6 1957

FOR FILING

Nov. 6, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4964 for stone base and paving on the Elgin (Division St. & S. 7th Ave.) Section in Union County was completed by the contractor, H. J. & H. W. Miller, on Sept. 17, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of \$500.00 will be released to the contractor on or after Nov. 16, 1957. The total contract amount is \$9,106.18, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending <u>Sept. 21</u> , 19 <u>57</u>
Section <u>Elgin (Division St. & S. 7th Ave.)</u>	Kind of work <u>Stone Base & Paving</u>	
Highway <u>City Streets</u> County <u>Union</u>	Section prefix <u>331-1708</u>	
Contractor <u>H. J. & H. W. Miller</u>	Contract number <u>4964</u>	
Date of contract <u>May 17</u> , 19 <u>57</u>	Specified work days <u>60 WD beg. June 1, 1957</u>	
Date work started <u>Sept. 7</u> , 19 <u>57</u>	Work days used <u>74</u>	
Project authorization \$ <u>11,871.56</u>	Per cent of time elapsed <u>123</u> %	
Exclusive of engineering \$ <u>11,027.36</u>		
Estimated cost of completed project, exclusive of engineering \$ <u>9520.00</u>		
Estimated per cent overrun or underrun <u>under 13.6</u> %		
Per cent of contract completed, based on total contract price <u>91.1</u> %		
Engineering authorization \$ <u>844.20</u>		
Engineering cost to date \$ <u>600</u> <u>71</u> %	Date project was completed <u>Sept. 17</u> , 19 <u>57</u>	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed laydown of AC pavement Monday. Two hours were worked Tuesday morning laying shoulder rock, bringing project to completion.

This will be the last weekly report.

Noted
M. N. Juve

Signed

Kenneth Berg

Address

La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.10			0.10
Miles partially completed					
Miles completed		0.10			0.10
Total estimated quantities (contract)		1010 cy			400 tons
Total quantities corrected to date		724 cy			437 tons
Estimated quantities moved or placed to date		"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		9			
Average force on project for week		9			

Men 5

Supervision 2

Men and trucks under 3 tons

Men and trucks over 3 tons 4

Men and tractors

Equipment used during week: Shovels, Power graders 1, Rollers 2, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers AC, plant & AC spreader.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 21 1957

FOR FILING

231-1726
4964

May 20, 1957

H. J. and H. W. Miller
1230 Dewey Avenue
Baker, Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4964 for stone base and paving Division Street and S. 7th Avenue in the City of Elgin in Union County.

The award was based on your bid of \$10,452.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

e.d
cc - Tom Edwards
Mr. H. Probert
R. G. Savage, SAC

RECEIVED
APR 30 1957

FOR FILING

Salem, Oregon
April 26, 1957

Sp. State Hwy - St. Funds #75
Special Fund Project, \$250,000.
City of Elgin

Mr. C. C. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations Dept.

Attached hereto is a conformed copy of an agreement with the City of Elgin covering the Special Fund project on S. Seventh Avenue and Division Street in the City of Elgin.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Elgin, Oregon.

Secretary

rn
Attach: 1

REFERRED TO
[Signature]
BY SECRETARY

to file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 15, 1957

SUBJECT: \$250,000 Fund Agreement
City of ElginTo: Mr. G. S. Paxson
OFFICE

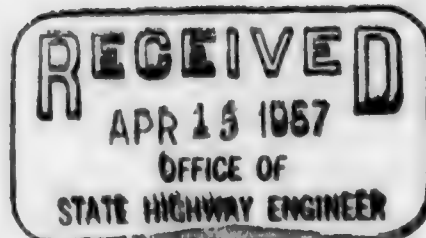
Attached are three copies of an agreement covering the subject named project on S. Seventh Avenue and Division Street in Elgin. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

G. S. Paxson
APPROVED
ASST. STATE HIGHWAY ENGINEER
Date *April 17, 1957*



AUTHORIZED BY HIGHWAY COMMISSION
DATE *12-17-56* Minute Page 29
W. H. Seay
Secretary

4-3-57

ORDINANCE NO. 8
SERIES, 1957

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF Elgin, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF S. 7th Avenue and Division Street, A DISTANCE OF APPROXIMATELY 0.10 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Elgin, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of S. 7th Avenue + Division Street, a distance of approximately 0.10 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to \$20,000 and the City of Elgin to pay all cost in excess of \$20,000, the City of Elgin does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Elgin, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of S. 7th Avenue + Division Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Elgin, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated July 1, 1954.

AYES 5

NAYES 0

Submitted to and approved by the Mayor the 3RD day of APRIL, 1957

By Rex C. Roulet
Mayor

ATTEST:

G. P. Mullin
City Recorder



55
RESOLUTION #6 - SERIES 1955

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Elgin is an incorporated city of the State of Oregon, and has a population of 1397, as given by the latest official census, and

WHEREAS, the following streets of said city, Alder Street

from its Intersection with South 11th Avenue
To Alder Street's Intersection with South
18th Avenue AND South 7th Avenue from its Intersection
with Albany Street To Division Street, then West
on Division Street To South 8th Avenue

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Alder Street from its Intersection with South
11th Avenue To Alder Street's Intersection with
South 18th Avenue AND from South 7th Avenue
from its Intersection with Albany Street To Division
Street then West on Division Street To South 8th
AVENUE

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Elgin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate A. P. Miller as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of November, 1955

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Elgin at a regular or special meeting of said Council, held on the 2nd day of November, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 2nd day of November, 1955.

A. P. Miller
City Recorder

ELGIN

Scale 1"=800'

EVANGELINE
PULICE
CAROLYN
BEVERLY
ADELE



331-1709 North Powder ("G" St.)
#1965 Grading and Paving Proj. 1957

RECEIVED
DEC 20 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 13, 1957

filed

(CONTRACT NO.)
<u>334-1709</u>
<u>4965</u>
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

4 Final
(WARRANT NO.)

Leslie Harris
(AMOUNT) (DATE)

28053

H198738

\$ 500.00

Dec. 13, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 70 workdays from 6-1-57

Time Extensions: None
Completion Date: Sept. 23, 1957
Date Accepted: Oct. 1, 1957
Penalties: None of record
Claims: None of record
Remarks:

Date: Dec. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed DEC 17 1957

G. B. W.

NOTED ON CARD

LM

RECEIVED
NOV 15 1957

FOR FILING

Nov. 14, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4965 for grading and paving on the North Powder ("G" St.) Section in Union County was completed by the contractor, Leslie Harris, on Sept. 23, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of \$500.00 will be released to the contractor on or after Nov. 25, 1957. The total contract amount is \$13,376.21, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

[Signature]

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

Section <u>North Powder (G Street)</u>	For Week Ending <u>Sept. 28</u> , 19 <u>57</u>
Highway <u>City Street</u> County <u>Union</u>	Kind of work <u>Grading and Paving</u>
Contractor <u>Leslie Harris</u>	Section prefix <u>331-1709</u>
Date of contract <u>5-17-57</u> , 19 <u>57</u>	Contract number <u>4965</u>
Date work started <u>8-5-57</u> , 19 <u>57</u>	Specified work days <u>70</u> WD beg. <u>6-1-57</u>
Project authorization \$ <u>15,761.25</u>	Work days used <u>78</u>
Exclusive of engineering \$ <u>14,640.45</u>	Per cent of time elapsed <u>111.0</u> %
Estimated cost of completed project, exclusive of engineering \$ <u>15,470</u>	
Estimated per cent overrun or underrun <u>under 8</u> %	
Per cent of contract completed, based on total contract price <u>96</u> %	
Engineering authorization \$ <u>870 1120.80</u>	
Engineering cost to date \$ <u>870</u> , <u>77</u> %	Date project was completed <u>Sept. 23</u> , 19 <u>57</u>

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project was brought to completion Monday morning of this week with laying of one load of "fine" AC mix and spotting of shoulder rock.

This will be the last weekly report.

Noted
M. N. Juve

Signed

Kenneth Berg

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.15	0.15			0.15
Miles partially completed					
Miles completed	0.15	0.15			0.15
Total estimated quantities (contract)	1520 cy	2100 cy			380 tons
Total quantities corrected to date	1270 cy	1920 cy			395 tons
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					6

Men 8

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons 1

Men and tractors

Equipment used during week: Shovels, Power graders 1, Rollers 1, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 21 1957

FOR FILING

321-1797
✓ 9 -

May 20, 1957

Mr. Leslie Harris
805 S. E. Court Avenue
Pendleton, Oregon

Dear Sir:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4965 for grading and paving G street in the City of North Powder in Union County.

The award was based on your bid of \$14,010. which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ed
cc Tom Edwards
J. H. Probert
R. G. Savage, SAC

RECEIVED
APR 30 1957

FOR FILING

331-1709

4965

Salem, Oregon
April 25, 1957

Photo of St. James #31
\$250,000 Special Fund Project
City of North Powder

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto is a conformed copy of an agreement with the City of North Powder covering the \$250,000 Special Fund project on G Street in the City of North Powder.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, North Powder, Oregon.

Secretary

TH
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 15, 1957

SUBJECT: \$250,000 Fund Agreement
City of North Powder

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project on G Street in North Powder. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956. ✓

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
[Signature]
ASST. STATE HIGHWAY ENGINEER
Date April 17, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 29
[Signature]
Secretary



NOTED
Harold C. Ayers

April 1, 1957

Mr. D. E. Cook
City Recorder
North Powder, Oregon

Reference: Your letter of 3/29
requesting information on pro-
ject in North Powder

Dear Mr. Cook:

The agreement sent to you on March 25, 1957, is a standard form of agreement covering all proposed projects to be constructed from the Special City Allotment fund, bringing out the fact that the fund will not cover any costs in excess of \$20,000 for any city project.

As shown in the agreement the anticipated cost of the North Powder project is \$16,000, and the Highway Commission will not award a bid in excess of 10% over \$16,000. If the project bid should possibly reflect a cost in excess of \$20,000 the contract would not be awarded unless the city of North Powder should choose to pay the cost in excess of \$20,000.

There is no possibility that the city in this case would have to pay any of the costs as the job would be readvertised for future bids if in excess of \$20,000.

Will you please, if the city wishes to have the project constructed, take the action requested in our letter of 3/25/57 and return the agreement at your earliest convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

C. G. Swenson
Acting Engr., County and City Relations

HCA:mmm

NOTED
C. G. SWENSON

GIFFORD H. PARKER
Mayor

ALENE WILLIS
Treasurer

D. F. COOK
Recorder

THE CITY OF NORTH POWDER

UNION COUNTY, OREGON

Councilmen—
C. C. CARR
VELMER DAUGHERTY
AUSTIN H. COATES
LEAL W. GRAHAM
JAKE C. FLOWER
DON G. MONTGOMERY

March 29th 1957

Oregon State Highway Dept.
Engineers, County & City Relations.
Salem, Ore.

Dear Sirs : Your letter of 3/25 - calling for Bids
project at North Powder, Ore.

Prior to our Council Meeting this Monday night your letter and Agreement was shown to the Mayor - Gifford Parker. In the agreement we find \$ 16,000.00 as the estimated cost. However it also states the State of Oregon will assume the costs up to \$20,000.00 - the City of North Powder to pay any sum over this amount.

We discussed this feature and wonder - how wide open the door is for us. ?

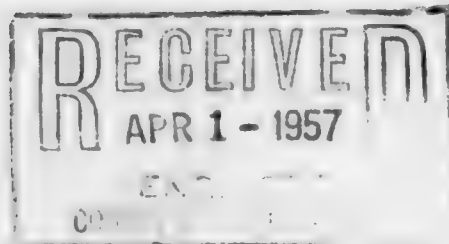
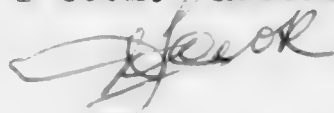
The writer was with two Engineers who were setting up this project on # 6 " St. and they stated they were running out of money at \$20,000.00

Further the agreement calls for asphaltic concrete pavement which I understand has to come from La Grande. This no doubt is greater expense than " oil mat " as I term it. Rock, Oil, rock, oil and so forth spread.

Further under paragraph 2 - sec. (g) adequate funds, also under (h).

We certainly do not wish to hold up this contemplated project - but it seems advisable to have a better understanding of the amount we may be liable for.

very truly yours,
D F Cook. Recorder.



ORDINANCE NO. 28

4-1-57

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF North Powder, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF "G" Street from Second Street to Fourth Street, A DISTANCE OF APPROXIMATELY 0.15 MILES AND DECLARING AN EMERGENCY.

Whereas the City of North Powder, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of "G" Street from Second Street to Fourth Street, a distance of approximately 0.15 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to \$20,000 and the City of North Powder to pay all cost in excess of \$20,000, the City of North Powder does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of North Powder, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of "G" Street from 2nd to 4th Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of North Powder, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated 4/27/1915.

AYES 6

NAYES 0

Submitted to and approved by the Mayor the 1st day of April, 1957

By Gifford Parker Mayor

ATTEST:

A. Quok
City Recorder

NOTED
Harold C. Ayers

December 18, 1956

Mr. D. F. Cook
City Recorder
North Powder, Oregon

NOTED
J. F. HARRIS

Dear Sir:

On December 17, 1956, the State Highway Commission approved a project on "G" Street in North Powder, as requested by the city, to be constructed from the 1957 Special City Allotment Fund.

The project as approved is shown on the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County & City Relations

HCA:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....La Grande, Oregon.....
.....September 10, 1956.....

SUBJECT: Repairs to "G" Street
City of North Powder

To:

J. W. Cattrall
County & City Relations Engineer
Salem

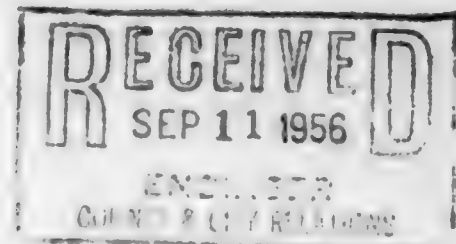
I wrote to you, under date of September 7, regarding improvement of "G" Street.

Herewith a copy of a letter received from D. F. Cook. It is noted that Mr. Cook believes that the State was responsible for a poor job. Mr. Bickmore recalls this particular job and states that the city at the time was advised that the street was not in a proper condition for an oiling job, but that they wanted it done any way. You might talk with Mr. Chidsey who might recall something about this also. Please advise your findings.

A. F. Parson
Division Engineer

AFF:gb

E. L. Bickmore
A. D. E.



The City of North Powder

Union County, Oregon

North Powder, Oregon

Sept. 8th 1956

Mr A. F. Parsons. Engineer.
Oregon State Highway Dept.
La Grande, Oregon.

Dear Sir :::

Street repair North Powder, Ore.

Conversation 8/20/56 with Mr Stump - Engineer - letter to
Kevin Laughlin - Engineer - JAR r.

Condition of " G " street which goes to School House you might
say from Old Highway #30 - rather the new access street to new
Highway 30.

Four Busses (School) travel this street twice daily or 4 trips
per Bus - one has to make 6 trips. This spring this street was
nearly impassible. Clay came thru pavement.

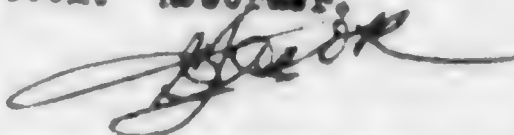
This is a sore spot in that the City paid out some \$4100.00 to
the State Highway for paving this street - since which time we
have expended our own money some \$1,000.00 or more for upkeep.
In other words we never have enjoyed our moneys worth. Further,
this was at the time set up thru your Engineers - they telling
us how much rock to stock pile and showing the amount of labor
and oil for additional costs. Specifications called for block in
front of School & Gy - curb to curb - but three quarters only
was paved as Henry Miller did not follow original instructions.

We have a resolution on file at Salem - under the \$250,000.00
allocation to Cities for help on this street. Same was filed for
assistance in time to come under the 1956 appropriations & presume
that under the heavy losses by floods or what - we did not receive
help.

If we have to we can ask for repairs to this street under our
yearly " Resolution for Expending State Tax Street Funds. "
Naturally we do not wish to do this as time is of the essence at
this writing, and it upsets our street improvement plans as on
file.

I note by your letter to Mr John W. Cattrall - last paragraph
Tax money to improve " G " st. Naturally we do not go along with
this - as thru no fault of ours or engineering on our part - is
responsible for the condition of this street.

very respectfully yours,
D F Cook. Recorder.



RECEIVED

SEP 10 1956

DIVISION OFFICE
LAW OFF

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....La Granda, Oregon.....
.....September 7, 1956.....

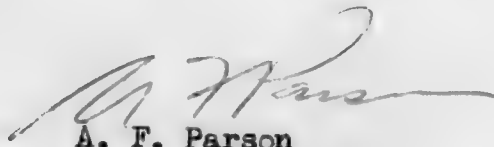
SUBJECT: Repairs to "G" Street
City of North Powder

To:

J. W. Cattrall
County & City Relations Engineer
Salem

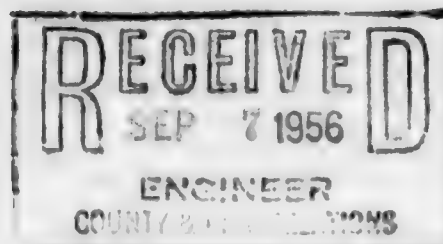
Herewith a copy of a letter received from Dave F. Cook,
Recorder for the City of North Powder, under date of August
15. Also a copy of the report from Mr. Stump, under date
of August 23 and a copy of Mr. Stump's letter of September
6.

It is presumed that you will advise Mr. Cook regarding City
Tax money to improve "G" Street in the City of North Powder.


A. F. Parson
Division Engineer

AFP:gb

cc - Dave F. Cook
M. M. Stump



North Powder, Oregon.
Aug. 15th 1956

State Highway Dept.
Kevin Laughlin. Engineer.
Baker, Oregon.

Dear Sir ::: " " " " St. two blocks to School House. ^u

This is the street the City paid the Highway Dept. under
Duto Miller to fill mat several years ago. The City had stock
piled the rock and paid some \$1800.00 to the State to complete
the job. Since this time we have had it patched by the State
Dept/(Paying for same) and once by Russell Olson Co. (Last
Year.) It is in a mess -

School will be starting soon - would the ^{premix} ready mix that is used
by the State in the Winter months do much good to apply now and
what is the Cost. Also what is the cost of the product that has
been used on the ~~2nd~~ secondary highway out of Haines to lay the
dust by the different ranches. *Road To Anthony Lake*

Mr Ayers of the Oregon State Highway Commission of Salem is
familiar with this street and our problem. We have asked for repairs
under the \$250,000.00 allocation and it looks like next year 'or
we might come under.

What can we do - can you assist us in any way.

Thanking you for any help -

sincerely

[Signature] Dave F Cook. Recorder.

WM. B. GARD, Chairman
ORVILLE FISHER
THOS. E. LAMPKIN
FORREST J. LILLARD
C. ELDON HUTCHINSON
THEO. ARNOLDUS
ROGER LOENNIG
GORDON GRIFFITH
RALPH MCCULLOUGH
WILLARD FORDICE

North Powder—Gateway to Anthony Lakes Recreational Area

MARVIN H. VANCE
Superintendent

D. F. Cook
Clerk

Mr Harold C. Ayers. Engineer.
County & City Relations.
Oregon State Highway Dept.
Salem, Ore.

Two blocks
Condition of " G " street
North Powder. Ore.

School starting with in two weeks really brings home to us the bad condition the above street is in.

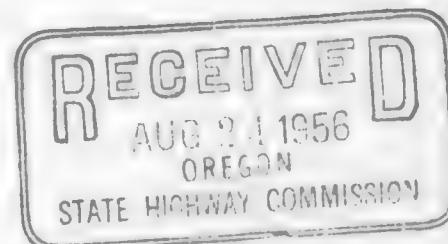
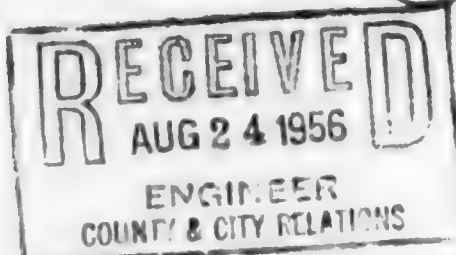
Very recently I wrote to Kevein Laughlin, Engineer at Baker, in turn this letter was referred to A F Parson, Div. Engineer and your Engineer, Mr Stump and I investigated and discussed this said street. It appears what ever we do will be the same as pouring money down a rat hole - yet this street is in such condition we would like minor repairs - if advisable, and the Mayor and Council approve - and we can use State Tax Street Money.

Mr Stump I believe is of the opinion that a new job is essential to overcome the moisture and frost rolls.

This all goes along with the inspection and conversation we had some time back. We are exceedingly anxious to obtain "Allocation" money for the repair to this street and thereby we can go along with our contemplated street program. Further, we cannot help but feel we never received what we paid for in the paving of this particular street.

Our case or circumstances certainly does not appear very hopeful this time of the year. Therefor, we hope to be in line for the "Allocation of Funds" under the \$250,000.00 which we have previously filed for, and which we did not receive in 1956 - but Hope for in 1957.

Yours very truly y
D F Cook. *L* Recorder.



11-7-55

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

CITY OF NORTH POWDER, ORE

WHEREAS, the City of _____ is an incorporated city of the State of Oregon, and has a population of 203, as given by the latest official census, and

WHEREAS, the following streets of said city,

"G" St - 2nd to 4th
"E" St - 1st to 2nd

" G " St. School & Gymnasium St. Excessive use - improper
foundation or original base insufficient to stand up under
use. State Highway Job -about 1948 under Henry Miller -Supt.
of construction for State Highway where in the City had stock-
piled the rock and paid the State Highway Comm. for work
performed. Rock cost approx. \$2100.00 construction some \$1800.
Since which time the City has expended some \$500.00 for upkeep
with exceedingly poor results do to base construction on orig-
inal job.

" E " Street - same condition - done prior to "Street Fund"
are not a part or parts of the state highway system, but are streets

under the jurisdiction and control of said city which are "receiving ex-
cessive wear through sudden increase in population in the area, or heavy
and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, re-
conditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or spe-
cial session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

" G " St. between 2nd & 4th
" E " St. " 1st & 2nd

" G " St. School Buses

" E " St. Logging - & Wheat Trucks

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of
disrepair by reason of excessive wear through sudden increases in popula-
tion in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of ~~OF NORTH POWDER~~ ^{CITY OF NORTH POWDER, ORE.} does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate D. F. Cook as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of Nov., 1955.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of CITY OF NORTH POWDER, ORE. at a regular or special meeting of said Council, held on the 7th day of Nov., 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

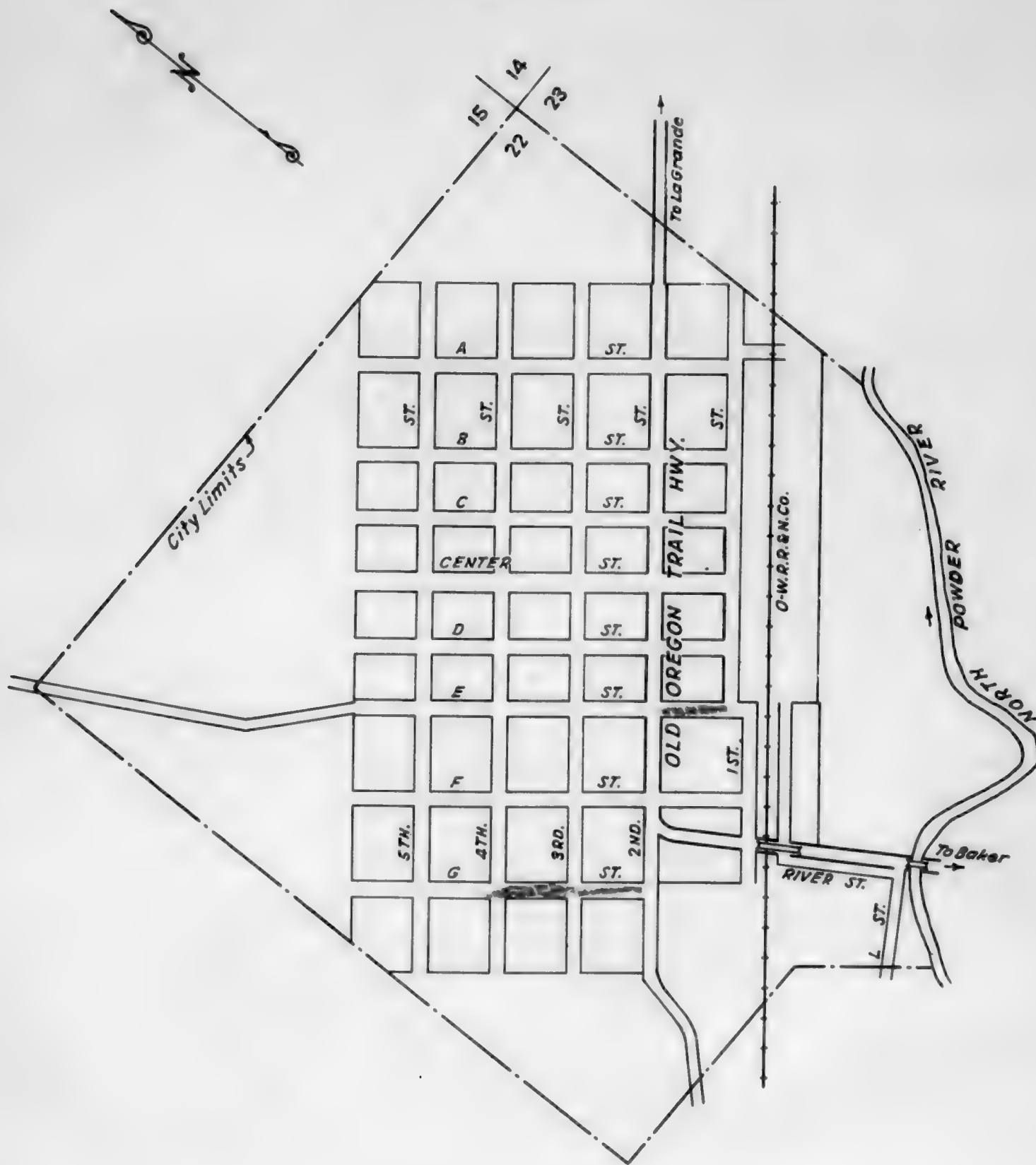
Dated this 12 day of November, 1955.

[Signature]
CITY OF NORTH POWDER, ORE.

[Signature]
City Recorder

NORTH POWDER

Scale 1"=800'



32-3308 Wallowa Lake State Park 1957
Latrine #11966

RECEIVED
OCT 9 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 3, 1957

(CONTRACT NO.)

4966

(EST. NO.)

4 final

(CONTRACTOR)

Bechtel Brothers

(VOUCHER NO.)

22710

(WARRANT NO.)

H1993318

(AMOUNT)

235.92

(DATE)

10-3-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske

ACCOUNTING DIVISION

~~50 workdays from 5-27-57~~

Specified completion Date:

None

Time Extensions:

Aug. 12, 1957

Completion Date:

Sept. 12, 1957

Date Accepted:

None of record.

Penalties:

None of record.

Claims:

Remarks:

Oct. 4, 1957

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

2 OCT - 4 1957

me

RECEIVED
SEP 26 1957

FOR FILING

Sept. 25, 1957

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4966 for Wallowa Lake State Park Latrine in Wallowa County was completed by the contractor, Bechtel Bros., on Aug. 12, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$235.92 will be released to the contractor on or after October 5, 1957. The total contract amount is \$7,864.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
MAY 21 1957

FOR FILING

May 20, 1957

4901
Dechtel Brothers
2107 Depot Street
LaGrande, Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4966 for constructing a latrine in Wallowa Lake State Park in Wallowa County.

The award was based on your bid of \$7,864, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd.
cc - Tom Edwards
H. H. Probert
H. G. Savage, LAC
P. M. Stephenson

334-1710 Tualatin (1st Ave. South) 1957
Grading and Paving Proj.
#1967

RECEIVED
NOV 12 1957

FOR FILING

Contract #4967

FINAL COST ANALYSIS
Tualatin (1st Ave. South)
Grading & Paving
Contractor-Oregon Asphalt Co.
Res. Engineer, Lowell Johnston

NOTED
W. C. WILLIAMS

October 29, 1957
Prefix 334-1710

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	50	C.Y.	2.00	1.93	96.39	100.00
General	509.7	C.Y.	1.10	.89	452.87	560.67
12" Concrete Pipe	390	Lin.Ft.	2.00	1.54	602.15	780.00
18" Concrete Pipe	36	Lin.Ft.	3.50	2.47	89.13	126.00
Coarse Cr. Mat'l. in Base	1752	C.Y.	2.90	2.53	4,434.26	5,080.80
3/4"-0 Mat'l. in Base	420	C.Y.	3.20	2.73	1,148.66	1,344.00
Sprinkling	34	M/gal.	3.00	2.71	92.27	102.00
Class "B" Asphaltic Concrete	677.27	Ton	6.80	6.58	4,456.44	4,605.44
Force Account					<u>439.07</u>	<u>477.58</u>
					\$ 11,811.24	13,176.49

Gross Revenue \$13,176.49

Total Cost 11,811.24

Net Profit \$ 1,365.25

Net profit equals 10.4% of gross revenue.

Tualatin (1st Ave. South)
Contract #4967

DETAIL OF COSTS

Labor	\$1,309.48
Labor insurance	103.84
Health and welfare	<u>20.55</u>
	\$1,433.87

M A T E R I A L S

12" Concrete pipe	390' at \$.95	370.50
18" Concrete pipe	36' at 1.70	61.20
2 $\frac{1}{2}$ "-0 Rock purchased from Rogers	1752 cy at 1.50	2,628.00
3/4"-0 Rock purchased from Rogers	294 cy at 1.75	514.50
3/4"-0 Rock purchased from Tualatin	126 cy at 1.60	201.60
Cement	3 sacks, 1.45	<u>4.35</u>
		\$3,780.15

E Q U I P M E N T R E N T A L & M I S C .

Equipment rental	974.35
Gas, oil and grease	366.50
Bond	96.98
PL and PD ins.	16.37
Paid Cascade Constr. Co. for furn. & placing 677.27 tons class "B" asphaltic concrete	4,456.44
Home office and general overhead	461.18
Move in, freight and cartage	<u>225.40</u>
	<u>\$6,597.22</u>
	\$11,811.24

Tualatin (1st Ave. South)
Contract #4967

REMARKS

This was a City Project calling for the grading and paving of .28 mile of roadbed on First Avenue South in the City of Tualatin in Washington County.

The contract was bid and awarded May 17, 1957. Work started June 24, 1957, and the project was completed July 18, 1957.

The contractor moved in one cat #12 blade, one front end loader, and one dump truck and started the excavation on June 24. The excavation and the installation of the culvert pipe took only one week, using a crew of three men.

The crushed rock was purchased from Rogers Construction Company and hauled with hired trucks and processed by the contractor with his blade and roller.

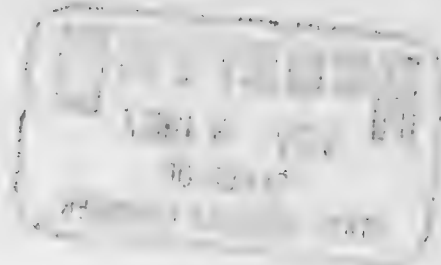
The Class "B" asphaltic concrete was furnished and placed by the Cascade Construction Company at below bid price.

The contractor had good bid prices, good equipment, and good supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser



RECEIVED
SEP 12 1957

FOR FILING

334-1710

(CONTRACT NO.)

4967

1957

(VOUCHER NO.)

1996

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 30, 1957

(EST. NO.)

3-Final

(CONTRACTOR)

Oregon Asphaltic Paving Co.

(WARRANT NO.)

(AMOUNT)

(DATE)

H 190621

\$ 500.00

Aug. 30, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

E. R. Winchcomb
ACCOUNTING DIVISION

Specified completion Date: 80 Workdays from 6-1-57

Time Extensions: none

Completion Date: 7-18-57

Date Accepted: 8-8-57

Penalties: none

Claims: none

Remarks:

Date: 9-3-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: *JA*

SEP - 3 1957

NOTED ON CARD

One

RECEIVED
AUG 21 1957

FOR FILING

44-1710
44-1710
44-1710

August 21, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4967 for grading and paving on the Tualatin (1st Ave. S.) Section in Washington County was completed by the contractor, Oregon Asphaltic Paving Co., on July 18, 1957 and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of \$500.00 will be released to the contractor on or after August 31, 1957. The total contract amount is \$13,176.49, of which amount \$477.58 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tate, Westernfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

esm

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

334-1710

For Week Ending July 26, 1957, 19__

Section Tualatin (1st Ave. South) Kind of work Grading and Paving
 Highway City Street County Washington Section prefix 334-1710
 Contractor Oregon Asphaltic Paving Co. Contract number 4967
 Date of contract May 17, 1957, 19__ Specified work days 80
 Date work started June 24, 1957, 19__ Work days used 30
 Project authorization \$ 14,641.31 Per cent of time elapsed 37.5 %
 Exclusive of engineering \$ 13,600.15
 Estimated cost of completed project, exclusive of engineering \$ 13,419.17
 Estimated per cent overrun or underrun 0.89 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 1,041.16
 Engineering cost to date \$ 1,041.16 100 % Date project was completed July 18, 1957, 19__

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate was completed and turned in to the
 Division Office Thursday, July 25. This will be the last weekly report
 submitted by this office.

CONSTRUCTION DIVISION
 RECEIVED

Noted
 M. N. Juve

NOTED

C. E. PAULSEN

NOTED

Signed

Lowell A. Johnston
 Lowell A. Johnston

Address

Portland 2, Oregon
 Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.28	0.28			0.28
Miles partially completed					
Miles completed	0.28	0.28			0.28
Total estimated quantities (contract)	955	2060			680
Total quantities corrected to date	559.7	2172			677.27 T.
Estimated quantities moved or placed to date	559.7	2172			627.27 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
JUN 10 1957

FOR FILING

5-7-17-19
1167

Salem, Oregon
May 22, 1957

\$250,000 Fund Agreement
Tualatin

Sp. State of St. Funds - #125

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of an agreement with the City of Tualatin covering the Special City Allotment project on First Avenue South in Tualatin.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Tualatin, Oregon.

Secretary

rn
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 10, 1957

SUBJECT: \$250,000 Fund Agreement
Tualatin

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on First Avenue South in Tualatin.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
AEC.
APPROVED
ASST. STATE HIGHWAY ENGINEER
Date *May 13, 1957*

AUTHORIZED BY HIGHWAY COMMISSION
DATE *12-17-56* Minute Page 29
W. B. Seaver
Secretary

RECEIVED
MAY 21 1957

FOR FILING

3-4-1712
4967

May 20, 1957

Oregon Asphaltic Paving Company
0441 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 awarded to you State Highway Contract No. 4967 for grading and paving 1st Avenue South in the City of Tualatin in Washington County.

The award was based on your bid of \$12,914.90, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

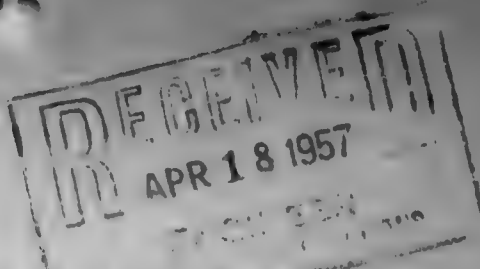
Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd
cc - Tom Edwards
A. H. Probert
E. G. Savage, MAC

4-15-57

ORDINANCE NO. 64



AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF TUALATIN, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF FIRST AVENUE S. (OREGON CITY ROAD) FROM 1ST STREET EASTERLY, FOR A DISTANCE OF APPROXIMATELY 0.28 MILE AND DECLARING AN EMERGENCY.

Whereas the City of Tualatin, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of First Avenue S. (Oregon City Road) from 1st Street easterly, a distance of approximately 0.28 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to \$20,000 and the City of Tualatin to pay all cost in excess of \$20,000, the City of Tualatin does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Tualatin, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of First Avenue S. (Oregon City Road) from 1st Street easterly and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Tualatin, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated April 15th, 1957.

AYES 5

NAYES

Submitted to and approved by the Mayor the 15th day of April, 1957.

By Frank H. Henshaw Mayor

ATTEST:

Paul A. McRymond
City Recorder

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

April 8, 1957

Mrs. Ruth A. McReynolds
City Recorder
Tualatin, Oregon

Dear Madam:

The State Highway Commission plans to call for bids at its May meeting for the basing and paving project on First Avenue S. in Tualatin. Enclosed are three copies of an agreement covering this project. This agreement is in accordance with the Special City Allotment project requested by the City and approved by the State Highway Commission.

Will you please have the City Council pass an ordinance, similar to the attached example, authorizing the Mayor and yourself to sign the enclosed agreement. Please include a copy of this ordinance with the signed copies of the agreement.

As the project cannot be awarded until the signed agreement is in our hands, will you and the Mayor please sign the attached agreement, with your signatures attested by a third party, stamp with the City Seal, and return all three signed copies to this office prior to April 22, 1957. After signature by the State Highway Commission a fully executed copy will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Acting Engr., County & City Relations

HCA:mm
Encl.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

December 18, 1956

Mr. Frank J. Hanegan, Mayor
Tualatin
Oregon

NOTED
J. F. HANEGAN

Dear Sir:

On December 17, 1956, the State Highway Commission approved a project on First Avenue South (Oregon City Road), as requested by the city to be constructed from the 1957 Special City Allotment Fund.

The project as approved is shown in the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County & City Relations

HCA:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

5-12-55

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Tualatin is an incorporated city of the State of Oregon, and has a population of 329, as given by the latest official census, and

WHEREAS, the following streets of said city, known as

Oregon City road from Highway 217
East 1/2 mile to freeway

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

1st Ave. South from Highway 217 East
1/2 mile to freeway

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Tualatin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Frank J. Haneagan as the official representative of the city in all negotiations resulting from this request.

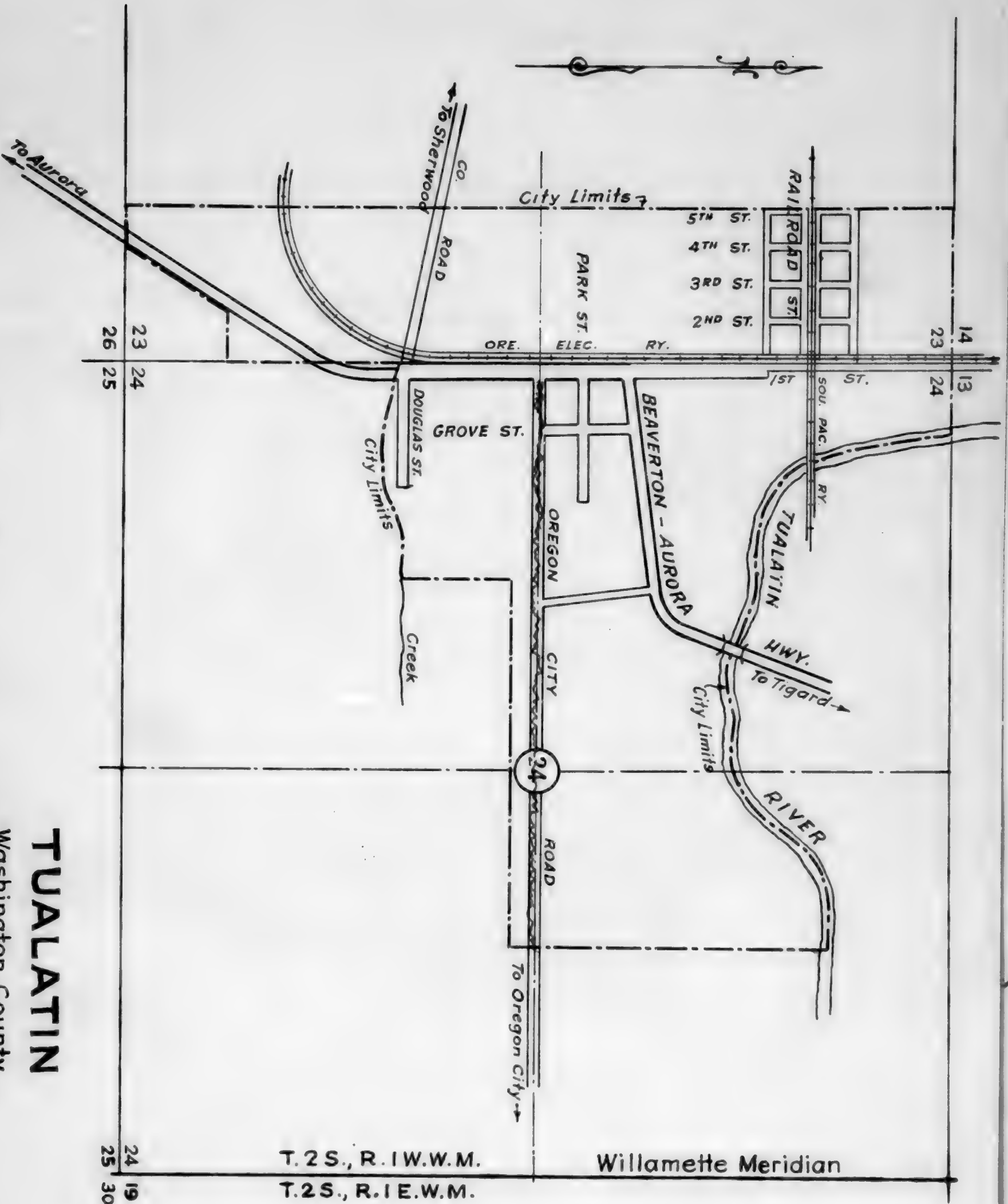
Passed and approved this 12th day of May, 1955

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Tualatin at a regular or ~~special~~ meeting of said Council, held on the 12 day of May, 1955, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 30 day of July, 1955

Ruth A. McReynolds
City Recorder



TUALATIN

Washington County

Scale 1 in. = 800 ft.

316-1704

Madras (4th St.) Stone
Base and Oiling Proj.

1957

RECEIVED

MAR 19 1958

W. C. Williams

March 17th, 1958

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

Babler Bros., Inc., Contractor
Lowell Stratton, Resident Engineer

City Street
Prefix 316-1704

Madras (4th Street)
Contract #4968

Item 4918

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr. Material in Base	4,320	Cu. Yd.	\$ 3.25	\$ 2.86	\$12,370.65	\$14,040.00
3/4"-0 Mat'l. in Base	540	" "	3.60	3.27	1,766.62	1,944.00
Sprinkling	264	M/Gal.	2.00	1.44	380.13	528.00
Preparation of Base	0.31	Mile	200.00	95.38	29.57	62.00
Furnish and Place Aggregates	494	Cu. Yd.	6.50	5.69	2,811.88	3,211.00
120-150 Asphalt	44.11	Ton	50.00	43.22	1,906.83	2,205.50
Force Account (State's Share of Flagging Cost)					<u>18.80</u>	<u>18.80</u>
					\$19,284.48	\$22,009.30

Gross Revenue \$22,009.30

Total Cost 19,284.48

Net Profit \$ 2,724.82

Net Profit Equals 12.3% of Gross Revenue

Detail of Cost
Babler Bros., Inc.

Labor:

Labor and Supervision	\$1,120.69	
Labor Insurance	84.49	
Health and Welfare	<u>34.54</u>	\$ 1,239.72

Materials:

120-150 Asphalt	44.11 Tons at \$27.00	\$1,190.97	
Freight on 120-150 Asphalt	44.11 " " 5.60	247.02	
Crushed Cinders Bought		<u>8,487.00</u>	9,924.99

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	\$1,258.01	
Hired Equipment	6,037.50	
Gas, Oil and Grease	164.17	
Small Tools & Misc. Supplies	81.10	
Bond	69.59	
Home Office and General Overhead	<u>509.40</u>	8,119.77

Total Cost	\$19,284.48
----------------------	-------------

Remarks:

This was a "City Project" calling for the construction of 0.31 mile of stone base and the construction of 0.31 mile of Type O-11 oil mat wearing surface. The project was bid May 16th, 1957. Work started July 18th, 1957 and the project was completed August 9th, 1957.

On July 18th, 1957 Transport Service started hauling crushed cinders from Cinder Hill commercial plant in Redmond, Oregon. Coarse crushed material cost \$1.25 per yard, 3/4"-0 cost \$1.60 at the plant and oil aggregates \$4.50 per yard delivered in Madras. A blade and a 6-ton roller handled the material on the street.

Having good production with fair bid prices, the contractor realized a fair profit from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

NOTED
Harold C. Ayers

NOTE

INVOICE V. R. JONES

Oregon State Highway Department

SALEM, OREGON

City of Madras
Madras, Oregon

Attn: Mr. Jos M. Palin,
City Recorder



Invoice No. 54247

Date February 3, 1958

Your Req. No.

Billing Request No. cc 385

Credit Distribution: 316-2701-295

Final billing, city's share of total cost of Fourth Street project in Madras,
Contract No. 4968, covered by agreement dated March 19, 1957.

Total City share: 24,029.01 (see attached statement)

Advance deposit

5,000.00

Total Cost as per attached sheet
Less agreed State Share

24,029.01
20,000.00

Agreed City Share

4,029.01

ACKNOWLEDGMENT OF BILLING REQUEST ^{Defendant No. 153} 8970.99

Cash Received with Request: \$-----

By -----

NOTE
JOHN D. GRAHAM

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT
Request for Outside Billing
 (Or Advice of Cash Transaction)

NOTED
 C. G. SWENSON
 NOTED
 John F. Baumann

Address invoice to:

City of Madras

Madras, Oregon

Request No. (assigned by staff
engineer or head of division) cc-385 Harold C. Ayers

Date January 29, 1958

Payer's Order No. (if any)

Attention of Mr. Jos M. Palin, City Recorder

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing, city's share of total cost of Fourth Street project in Madras, Contract No. 4968, covered by agreement dated March 19, 1957.

Total City Share: \$4,029.01 (see attached statement)

Itemized Statement:

Advance Deposit = \$5,000.00

Quantity	Unit	Description	Unit Price	Amount
		Total Cost		\$24,029.01
		Less agreed State Share		<u>20,000.00</u>
		Agreed City Share.		\$4,029.01
		REFUND DUE CITY.		\$ 970.99

NOTED
 JOHN D. GRAHAM

Has payer made payment for this service?

If so, what is amount of payment? \$

Has payer made a deposit with the department to guarantee payment?
Yes

If so, what is amount of deposit? \$ 5,000.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this
same service? No

If so, give total of all previous requests \$

Also give number of last previous request

Credit distribution:

316-1704-295

Submitted by:

H. C. Ayers

Approved:

[Signature]
 Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

January 29, 1958

MADRAS Special City Allotment Project
Fourth Street, Stone Base and Oiling

Contract No. 4968

PAYMENTS TO CONTRACTOR

Item	Quantity		Total
1. Coarse crushed material in base	4320 c.y.	\$ 3.25	\$14,040.00
2. 3/4"-0 material in base	540 c.y.	3.60	1,944.00
3. Sprinkling	264 M/gal.	2.00	528.00
4. Preparation of base	0.31 mile	200.00	62.00
5. Furnish & place oil aggregate	494 c.y.	6.50	3,211.00
6. 120-150 asphalt	44.11 tons	50.00	2,205.50
- Force account (flagging)			8.80
Subtotal, Contract Items			\$22,009.30
Engineering & Contingencies			1,669.73
Survey			349.98
Total Cost			\$24,029.01
Oregon State Share			20,000.00
City Share			\$ 4,029.01
City Advance Deposit			5,000.00
REFUND DUE CITY			\$ 970.99

HCA:mm

RECEIVED
OCT 16 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 14, 1957

516-1704
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4968
(VOUCHER NO.)

2 Final
(WARRANT NO.)

Dabler Bros. Inc.
(AMOUNT)

(DATE)

23260

HI93903

\$ 1,611.68

10-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **60 workdays from 6-1-57**

Time Extensions: **None**

Completion Date: **Aug. 9, 1957**

Date Accepted: **Sept. 12, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Oct. 15, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: *GC*

RECEIVED
SEP 27 1957

FOR FILING

3-17-11
4968

Sept. 26, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4968 for stone base and
oiling on the Madras (4th St.) Section in Jefferson County
was completed by the contractor, Babler Bros., Inc., on
Aug. 9, 1957, and was formally accepted by the Highway
Commission on Sept. 12, 1957.

Final payment in the amount of \$1,661.68 will be
released to the contractor on or after October 7, 1957. The
total contract amount is \$22,009.30, of which amount \$18.80
represents force account items.

The State is not advised of any unpaid claims for labor
or materials, or of the existence of any claims, debts, dues
or demands incurred in the performance of such work and
remaining unsatisfied, and the State assumes no responsibility
for such claims should there be any.

This notice is sent to you as you appear as surety on the
performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dm

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

316-1704

For Week Ending August 23, 1957

Section Madras (4th St.) Kind of work Stone Base and Oiling
 Highway City Street County Jefferson Section prefix 316-1704
 Contractor Babler Bros., Inc. Contract number 4968
 Date of contract May 21, 19 57 Specified work days 60
 Date work started July 18, 19 57 Work days used 20
 Project authorization \$ 24,743.13 Per cent of time elapsed 33%
 Exclusive of engineering \$ 22,990.73
 Estimated cost of completed project, exclusive of engineering \$ 22,009.30
 Estimated per cent overrun or underrun Underrun 4.3%
 Per cent of contract completed, based on total contract price 100%
 Engineering authorization \$ 1,752.40
 Engineering cost to date \$ 1,646.76 Total Cost % 94% Date project was completed August 9, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to the Division Office.

Final Report

Noted

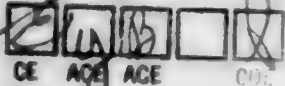
M. N. Juve

CONSTRUCTION DIVISION

RECEIVED

AUG 26 1957

NOTED



CE ACE ACE

COE

NOTED

C. E. PAULSEN

Signed

Address Box 56, Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.31		0.31	
Miles partially completed					
Miles completed		0.31		0.31	
Total estimated quantities (contract)		4,780		46	
Total quantities corrected to date					
Estimated quantities moved or placed to date		4,860		44.11	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants,
Compressors, Bulldozers, Compaction rollers

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
1940 AUG 30

1940 AUG 30

NOTED
1940 AUG 30

NOTED
W. R. JONES

NOTED
Harold C. Ayers

June 3, 1957

Mr. Jos M. Palin
City Recorder
Madras, Oregon

NOTED
John F. Hagemann

Dear Mr. Palin:

We acknowledge receipt of the \$5,000 advance deposit on the Fourth Street project in Madras. On May 21, 1957, the State Highway Commission awarded Contract No. 4968 to Babler Bros., Inc. This project is to be constructed from the 1957 Special City Allotment fund.

Enclosed is a copy of the contract and plans for the city's information and records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

JEFFERSON
THE COUNTY WITH A BIG FUTURE

COUNCIL
MEETS SECOND TUESDAY EACH MONTH

CITY OF MADRAS

MADRAS, OREGON

18th May, 1957

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

ATT: Mr. H. C. Ayers

Dear Sirs,

Enclosed is our check No. 1984, covering the City's
share of the fourth street project.

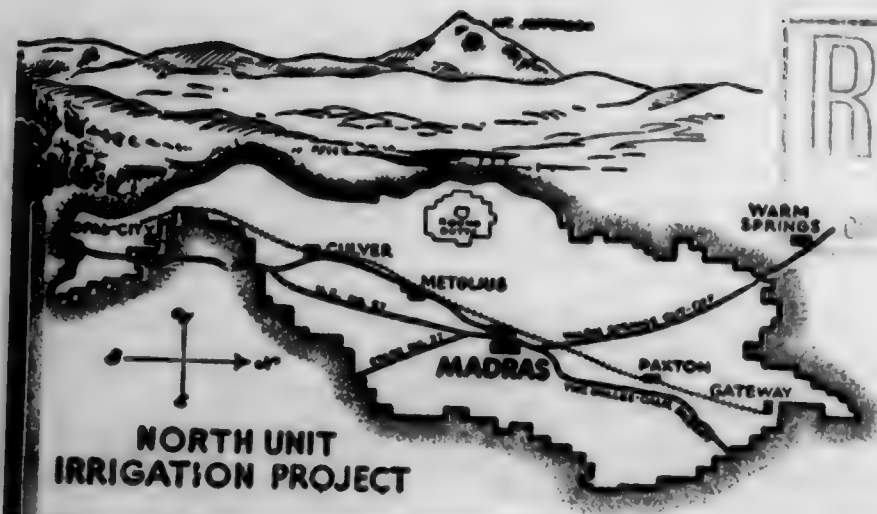
Yours Truly

John M. Palin

John M. Palin
Recorder

*Madras check #1984 for 5000⁰⁰
to accty. Rev. 5-20-57 F. Querry*

RECEIVED
MAY 20 1957



RECEIVED
MAY 20 1957

NOTED
C. G. SWENSON

RECEIVED
MAY 20 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 20 1957

FOR FILING

316-1714

4968

May 21, 1957

Babler Brothers, Inc
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your proposal for the stone base and cilling project of 4th Street in the City of Madras in Jefferson County, for the sum of \$21,905, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4968.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd
Tom Edwards
H. F. Probert
H. C. Savage, Inc.

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

NOTED
J. Mc C.

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Wash.

RECEIVED

FOR FILE

FORM E-30X-57,500-2-55-22957

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21, 1957

SUBJECT: Advance Deposit
City of Madras

To: Mr. S. H. Probert
OFFICE

We have received an advance deposit from Madras in the amount of \$5,000 covering the city's share of the Special City Allotment project on Fourth Street.

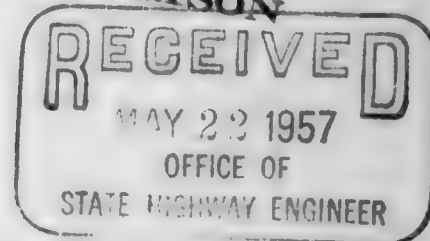
This project is now clear for award of a contract.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:MM

CC: G. S. Paxson

NOTED
G. S. PAXSON



RECEIVED
APR 30 1957

FOR FILING

Salem, Oregon
April 25, 1957

See Special Fund #65
\$250,000 Special Fund project
City of Madras

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of an agreement with the City of Madras covering the \$250,000 Special Fund project on Fourth Street in the City of Madras.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Madras, Oregon.

Secretary

rn
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 15, 1957

SUBJECT: \$250,000 Fund Agreement
City of Madras

To: Mr. G. S. Paxson
OFFICE

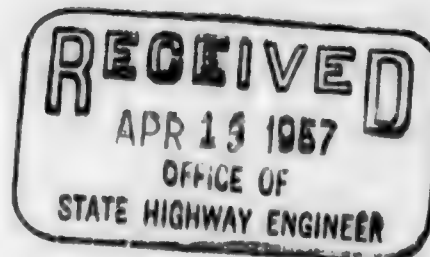
Attached are three copies of an agreement covering the subject named project on Fourth Street in Madras. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956. ✓

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

[Signature]
APPROVED
ASST. STATE HIGHWAY ENGINEER
Date *April 17, 1957*



12-17-56 Minute Page 29
By Seavert

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 1, 1957

SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
Harold C. Ayers

It is noted that Lowell Stratton in making a survey for the 1957 Madras City Street Project charged is work to Prefix No. 316-1423 which was set up for a project in 1951.

Will you please submit a survey order covering the current work and arrange to have the charges transferred to this order when you receive the approved copy.

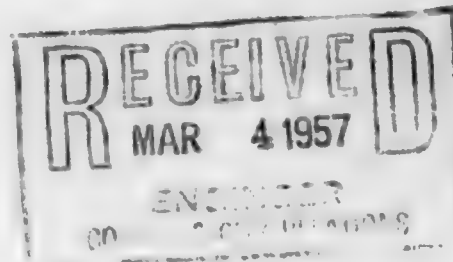
Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

cc to: H. C. Ayers ✓



NOTED
C. G. SWENSON

NOTED
JOHN G. GRAHAM

NOTED
Harold C. Ayers

December 19, 1956

Mr. Joseph M. Palin
City Recorder
Madras, Oregon

RECEIVED
JAN 1 1957
J. H. MANN

Dear Mr. Palin:

On December 17, 1956, the State Highway Commission approved a project on Fourth Street in Madras, as requested by the city, to be constructed from the 1957 Special City Allotment Fund.

The project as approved is shown in the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County & City Relations

HCA:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

MADRAS

1957 Fund

PRELIMINARY ESTIMATE

Fourth Street from D Street to G Street, a distance of approximately 0.30 mile.

Place leveling course and 3" asphaltic concrete 54' in width.

(City is to grade, drain, and place curbs and 12" base course prior to State's construction.)

Item	Quantity	@	Total
3/4"-0 in leveling course	500 c.y.	\$ 4.00	\$ 2,000.00
Sprinkling	13 M/gal.	4.00	52.00
3/4"-0 in binder course	85 c.y.	5.00	425.00
RC-3 in binder	14 tons	80.00	1,120.00
Class B asphaltic concrete	1740 tons	13.00	22,620.00
Preliminary Estimate of Construction Costs....			\$26,217.00
12-1/2% Engineering and Contingencies.....			3,277.13
Survey.....			375.00
			<u>\$29,869.13</u>

Total Preliminary Estimate = \$29,900

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, OregonDecember 14, 1956

SUBJECT: Fourth Street-Madras

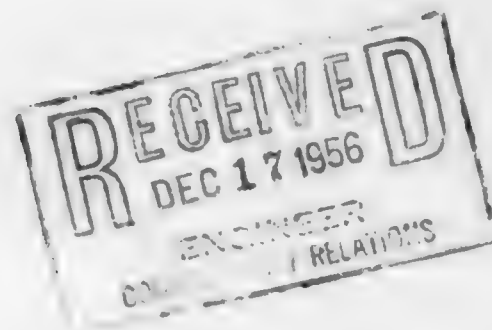
To: Mr. Clarence Swenson
Acting County & City Relations Engr.
State Highway Department
Salem, Oregon

I am enclosing two copies of proposed grades for Fourth Street in the town of Madras, together with letters of transmittal from the City of Madras to the State Highway Commission. These were handed to me for my recommendation and comment on the proposed grade lines and I was asked to then forward to your office, as I understand you have been considering an application of the City of Madras for aid in improving Fourth Street.

I suggest no changes in the grades as shown on the map.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me
Encls.

NOTED
J. A. HARRISON

*Revised prints sent
to Swift by Tom Edwards
12/31/56*

CITY OF MADRAS
MADRAS, OREGON

December 8th, 1956

Commission of the State Highway Department

Salem, Oregon

ATT: W. C. Williams

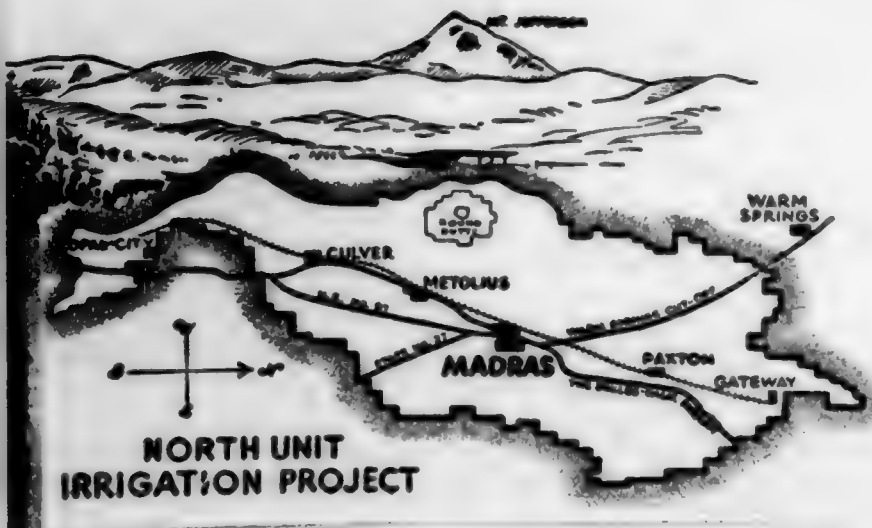
Dear Sirs,

Submitted for you consideration is two copies of the proposed grades for 4th street from Willow Creek on the North to Highway 97 on the South. You will note that the grade starts to raise between "A" and "B" streets to the North. This creates a considerable drainage problem that could be alleviated if the grade raise could start at the North side of the intersection of "A" and fourth and be a little sharper to the bridge. Adequate drainage West on "A" street could be easily accomplished if the grades could be so changed.

Yours Truly

Jos M. Palin
Jos M. Palin
Recorder.

NOTED
JOHN D. CRAMER



C-I-L

We have recommended a \$250,000 project as
4th Street between "D" and "E" Streets.

Mr. Polin hopes some day to have the
Highway Dept. designate a one way Couplet through
Midway, and as they proposed \$250,000 project
would be incorporated in the Couplet if and
when it is approved, he desires to do some
grading on whole street and wishes it to conform
to possible future plans.

Therefore he has submitted to Dean Swift
for his approval.

I believe he wishes to have the approval
sent back to him, if \$250,000 project is approved

H. C. Myers

CITY OF MADRAS
MADRAS, OREGON

October 15, 1956

*File 25000
1957*

City County Relations
State Highway Department
Salem, Oregon

Attention: Mr. H. C. Ayers

Dear Sir:

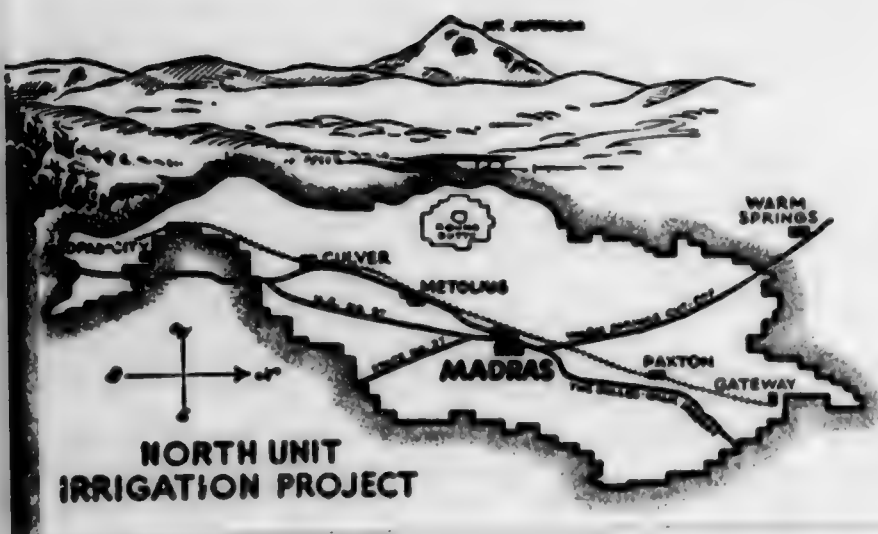
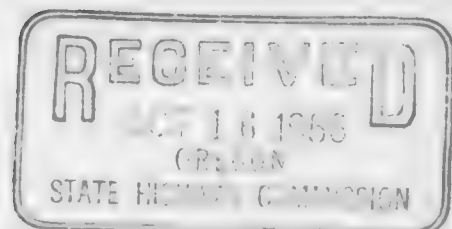
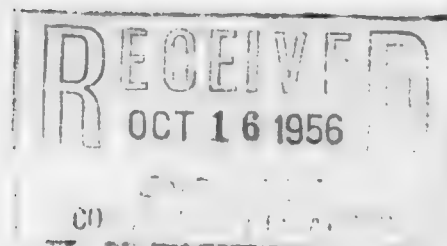
At the regular Council meeting, October 9th, 1956, the Council moved and passed unanimously, a motion for the City to pay all costs in excess of \$20,000.00, for the binder course and paving on 4th Street, between D and G. The City will, before the State letting of the Contract, construct the curbs and place 12" of sub base of cinders or gravel-2½ minus.

Yours truly,

Jos M Palin

Jos. M. Palin
City Recorder
City of Madras
Madras, Oregon

JMP/ac



R E S O L U T I O N No. 2-56

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of MADRAS is an incorporated city of the State of Oregon, and has a population of 1,452, as given by the latest official census, and

WHEREAS, the following streets of said city, fourth street from the

south line of the intersection of 4th and "D" streets to the north line of the
intersection of 4th and "I" streets

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fourth Street from the south line of the intersection of 4th and "D"
streets to the north line of the intersection of 4th and "I" streets

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of MADRAS does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Jos. M. Palin as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 29th day of May, 1956.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of MADRAS at a ~~regular or~~ special meeting of said Council, held on the 29th day of May, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

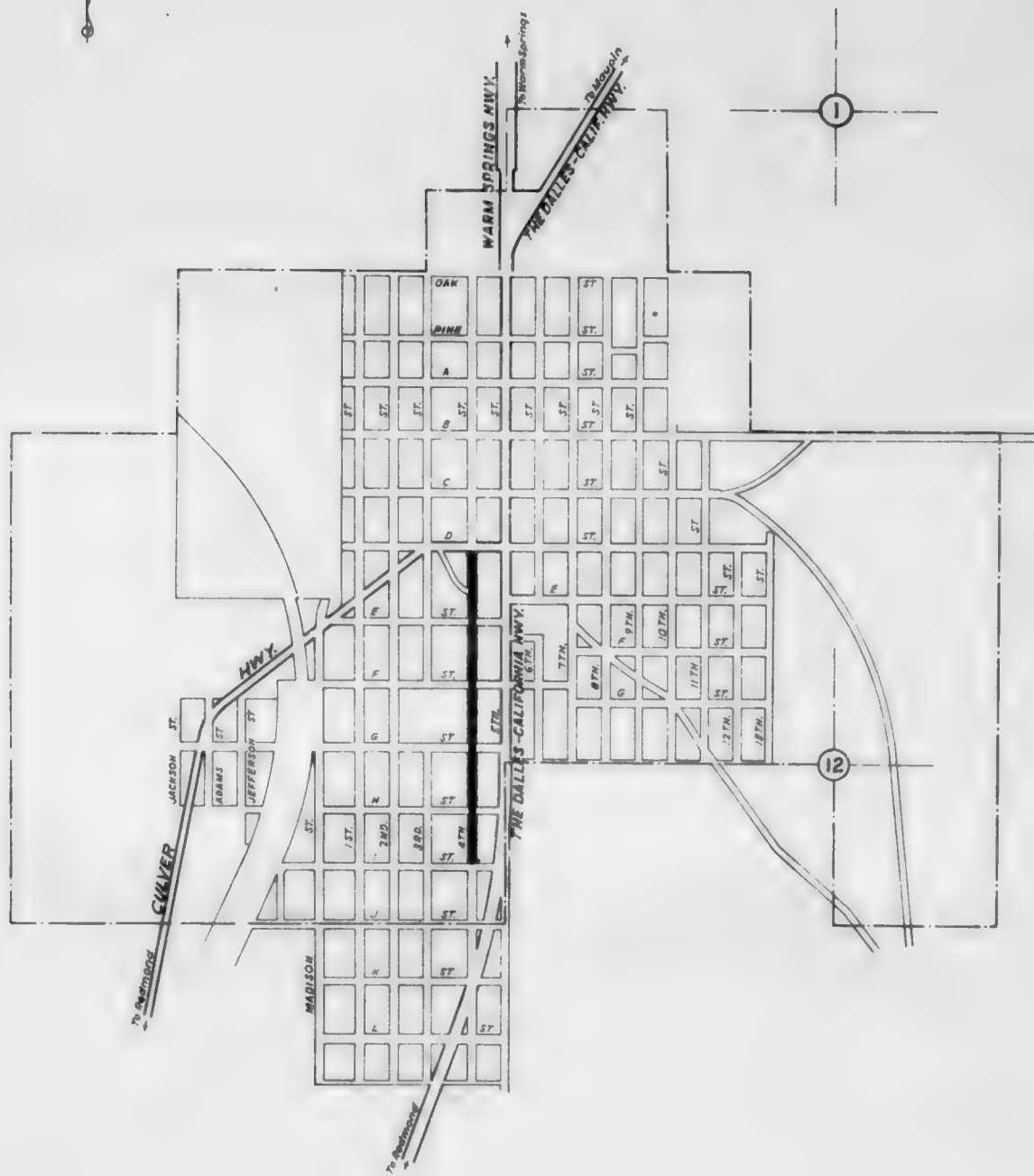
Dated this 29th day of May, 1956.

Jos M Palin
City Recorder



MADRAS

Scale 0 800 1600 2400



I-62(11) Meacham-Glover Sec. of the 1957
Pet. Reg.

4969 8-4-59

Monthly transaction number RECEIVED	R-2A (5-31-57)	U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number FOR FILING	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		County Umatilla and Union
			Project number I-80H-6(5)237

I The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 13, 19 57, 4969 is hereby modified as follows:

Revised estimated total cost of project \$ 763,478

Revised Federal funds \$ 699,194

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4 day of August, 19 59.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [Signature]
Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer
By: [Signature]
R. G. Wright
Administrative Manager

RECEIVED
MAR 13 1959

Contract No 4969

3-25-59

Monthly transaction number
Project report number

FD-2A U.S. DEPARTMENT OF COMMERCE
(5-31-57) BUREAU OF PUBLIC ROADS

State

Oregon

County

Umatilla

Union

Project number

I-80W-6(5)237

MODIFICATION OF FEDERAL-AID
PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between

4969 the undersigned parties and executed by the Division Engineer on Nov. 13,

19 57, is hereby modified as follows:

Revised estimated total cost of project

\$ 751,789

Revised Federal funds

\$ 694,576

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25 day of March, 19 59.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

[Signature]

Deputy

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By

[Signature]
C. G. Folk

Division Engineer

Oregon State Highway Department

Federal Aid
Project No. I-108-6(5)237

MEACHAM-CLOVER SECTION OF THE OLD OREGON TRAIL HIGHWAY

IN MATILLA AND UNION COUNTIES

(Estimate as a basis for modification of project agreement, revised to include utility work, price agreements, etc. Based on low bid prices and approved unit prices.)

Salem, Oregon, March 11, 1959

Type Code P.E.

Preliminary Engineering

All Required \$ 1,768.00

Type Code 0010

Roadway (Sta. 896+00 thru eqm. 1000+00 - 0+00 to Sta. 430+00) (Contract No. A969)

1. Clearing and Grubbing	All Required	\$	\$ 95,000.00
2. Drainage Excavation, Unclassified	1,849.74 cu. yds.	4.00	7,398.96
3. General Excavation, Unclassified	516,411.1 cu. yds.	.47	242,713.22
4. Short Overhaul	1,951,068.3 yd. sta.	.005	9,755.34
5. Long Overhaul	89,106.6 C-yd. sta.	.25	22,276.65
6. Finishing Roadbed and Slopes	All Required		4,000.00
7. Rounding Cutbanks	1,065 lin. ft.	.15	162.75
8. 18-inch Corrugated Metal Pipe	1,690 lin. ft.	4.50	7,605.00
9. 18-inch Corrugated Metal Pipe, 14 Gage	30 lin. ft.	5.00	150.00
10. 24-inch Corrugated Metal Pipe	286 lin. ft.	6.00	1,716.00
11. 24-inch Corrugated Metal Pipe, 12 Gage	14 lin. ft.	9.00	126.00
12. 30-inch Corrugated Metal Pipe	289 lin. ft.	8.00	2,312.00
13. 36-inch Corrugated Metal Pipe, 10 Gage	36 lin. ft.	15.00	540.00
14. 42-inch Corrugated Metal Pipe, 10 Gage	28 lin. ft.	18.00	504.00
15. 48-inch Corrugated Metal Pipe, 10 Gage	42 lin. ft.	25.00	1,050.00
16. 48-inch Corrugated Metal Pipe, 8 Gage	28 lin. ft.	25.00	700.00
17. 72-inch Corrugated Metal Pipe	260 lin. ft.	40.00	10,400.00
18. 65-inch Arch Type Corrugated Metal Pipe	20 lin. ft.	35.00	700.00
19. Salvaging Culvert Pipe	244 lin. ft.	2.00	488.00
20. 18-inch Metal End Sections	4 only	40.00	160.00
22. 42-inch Elliptical Inlets	1 only	175.00	175.00
23. 48-inch Elliptical Inlets	2 only	250.00	500.00
24. 72-inch Elliptical Inlets	3 only	425.00	1,275.00
25. Class "A" Concrete	75.84 cu. yds.	90.00	6,825.60
26. Metal Reinforcement	10,161 lbs.	.20	2,032.20
27. Metal Guard Rail	3,255 lin. ft.	3.50	11,392.50
28. Salvaging Guard Rail	847.5 lin. ft.	3.00	2,542.50
29. Coarse Crushed Material in Base	9,137 cu. yds.	3.25	29,695.25
30. 3/4" - 0 Material in Base	1,360 cu. yds.	3.75	5,100.00
31. Sprinkling	323.78 M-gals.	2.00	647.56
32. Preparation of Base	100% Required		1,500.00
33. Furnishing and Placing Aggregates	1,114 cu. yds.	5.00	5,570.00
34. 120-150 Asphalt	74.6 tons	60.00	4,476.00
35. RS-1 Asphalt	22.51 tons	60.00	1,350.60
PA #1. Cement Adjustment Favor of Contractor	16 bbl.	5.60	89.60
EO #1. Flagging (57 1/2% of Contractor's Cost)			2,101.77
EO #2. Furnish & Install 6" Perf. Metal Drain Pipe			2,423.70
EO #3. Cut Danger Trees and Clean up Small Timber			827.22

SFO	Seeding	71 acres	\$50.00	\$ 3,550.00
SFO	Mulching	25 acres	200.00	5,000.00
SFO	Refertilizing	75 acres	30.00	2,250.00
SFO 284	Encase Salt Lake Pipe Line			8,689.03
SFO	Pacific Telephone and Telegraph Co. Bill #1			2,955.50
SFO	Bonneville Power Adm. Bill #1			43,550.00
SFO	Bonneville Power Adm. Bill #2			3,730.00
				<u>\$ 75,166.82</u>
	Subtotal			\$556,006.95
	Engineering			27,506.26
	Total			<u>\$583,513.21</u>

Type Code X220Flow Overcrossing (Sta. 418+37.95 to Sta. 419+58.95) (Contract No. 5049)

1.	Structural Excavation	516.51 cu. yds.	\$9.00	\$ 4,648.59
2.	Furnish Steel Piling	905 lin. ft.	6.00	5,430.00
3.	Drive Steel Piles	24 only	98.00	2,352.00
4.	Class "A" Concrete	754.95 cu. yds.	64.00	48,316.80
5.	Metal Reinforcement	168,924 lb.	.135	22,804.74
6.	8-inch Metal Drain Pipe	44 lin. ft.	5.00	220.00
				<u>\$ 83,772.13</u>
PA #1.	Splice 42# - 10" Piles	23 each	28.30	650.90
PA #3.	Cement Adjustment in Favor of Cont.	112.75 bbl.	6.00	676.50
				<u>\$ 85,099.53</u>

Type Code X741Kanola Undercrossing (Sta. 142+70) (Contract No. 5049)

7.	Structural Excavation	280.25 cu. yds.	\$10.00	\$ 2,802.50
8.	Furnish Steel Piling	240 lin. ft.	6.00	1,440.00
9.	Drive Steel Piles	4 only	100.00	400.00
10.	Class "A" Concrete	398.42 cu. yds.	73.00	29,084.66
11.	Metal Reinforcement	95,091 lbs.	.14	13,312.74
12.	Structural Steel	All Required		20,160.00
13.	8-inch Metal Drain Pipe	110 lin. ft.	5.00	550.00
				<u>\$ 67,749.90</u>
PA #1.	Splice 42# - 10" Piles	9 only	28.30	254.70
PA #2.	Furnish 42# - 10" Piles	458 lin. ft.	6.00	2,748.00
PA #2.	Drive Steel Piles	18 only	100.00	1,800.00
PA #3.	Cement Adjustment in Favor of Cont.	59.50 bbl.	6.00	357.00
				<u>\$ 72,909.60</u>
	Subtotal			\$158,009.13
	Engineering			8,491.42
	Total			<u>\$166,500.55</u>

Length of Roadway - - - - - 10.043 Miles
Length of 2 Structures - - - 0.023 Mile
Length of 1 Structure - - - 0.048 Mile (Exception)
Total Length - - - - - 10.114 Miles
Cost of Roadway Per Mile - - \$58,101.40

Oregon State Highway Department

-3-

Federal Aid
Project No. I-804-6(5)237

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 1,768.00	\$ 1,633.00	\$ 135.00
Roadway	583,513.21	539,107.00	44,406.21
Structures	166,907.55	153,636.00	12,671.55
	<u>\$751,788.76</u>	<u>\$694,576.00</u>	<u>\$57,212.76</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

MEACHAM-CLOVER SECTION

PROJECT NO. I-SON-6(5)237

(Cost of Work Done by the Salt Lake Pipe Line)

Labor	\$ 273.00
Materials	4,480.00
Outside Contracts	3,850.00
Expense Account	1.00
Motor Vehicle Charges	<u>85.03</u>
	<u>\$8,689.03</u>
<u>USE</u>	<u>\$8,689.03</u>

(Cost of Work Done by the Pacific Telephone & Telegraph Co.)

Labor	\$1,126.39
Materials	612.15
Equipment Charges	238.22
Expense Account	81.62
Outside Contracts	924.08
Supervision and Clerical Expense	308.76
Salvage Credits	<u>335.72 Cr.</u>
	<u>\$2,955.50</u>
<u>USE</u>	<u>\$2,955.50</u>

(Cost of Work Done by Bonneville Power Adm.)

Labor	\$23,200.00
Materials	27,500.00
Equipment	3,500.00
Deduction for Salvage	<u>7,000.00 Cr.</u>
	<u>\$47,200.00</u>
<u>USE</u>	<u>\$47,200.00</u>

Monthly Transaction No.

For -2
(5-29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon

Project Report No. 157

FEDERAL-AID PROJECT AGREEMENT

County Umatilla and Union

Project No. 62(11)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355) as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. 4.8 miles northwest to 5.0 miles southwest of the Umatilla-Union County line (all southeast of Moscham, on U.S. 30).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	4/29/57	-
Rights-of-Way		
Construction	5/1/57	10.1
Other (Specify)		

FUNDS

Estimated total cost of project
\$ 722,634.90

Federal funds \$ 666,700.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By

Charles Reynolds
Chairman, State Highway Commission

(title)

By

Member, State Highway Commission

(title)

By

Member, State Highway Commission

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By

C. J. Folk
Division Engineer

Date executed by
Division Engineer

November 13, 1957

NOTIFIED FOR APPROVAL:

[Signature]
HIGHWAY ENGINEER

USComm-DC 11169

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Meacham - Clover Junction
Old Oregon Road Highway
100 ft. wide and 10 ft. deep*

NATURE OF WORK:

Grade and Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4969	Rogers Constr. Inc.	5-21-57
5049	R. H. Jones	9-12-57

DATE OF COMPLETION:

4969	- 190 Workdays from 6-1-57
5049	- 200 Workdays from 9-26-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-62(11)

MEACHAM-GLOVER SECTION OF THE OLD OREGON TRAIL HIGHWAY IN

UMATILLA AND UNION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon October 8, 1957

Type Code P.E.

All Required Preliminary Engineering \$ 20,000.00

Type Code 0010

Roadway (Sta. 896+00 thru equa. 1000+00 - 0+00 to Sta. 430+00)(Contract No. 4969)

All Required	Clearing and Grubbing		\$ 95,000.00
1,030 cu. yds.	Drainage Excavation, Unclassified	\$ 4.00	4,120.00
530,600 cu. yds.	General Excavation, Unclassified	.47	249,382.00
2,097,200 yd. sta.	Short Overhaul	.005	10,486.00
111,200 0-yd. sta.	Long Overhaul	.25	27,800.00
All Required	Finishing Roadbed and Slopes		4,000.00
12,000 lin. ft.	Rounding Cutbanks	.15	1,800.00
2,060 lin. ft.	18-inch Corrugated Metal Pipe	4.50	9,270.00
36 lin. ft.	18-inch Corrugated Metal Pipe, 14 Gage	5.00	180.00
310 lin. ft.	24-inch Corrugated Metal Pipe	6.00	1,860.00
20 lin. ft.	24-inch Corrugated Metal Pipe, 12 Gage	9.00	180.00
340 lin. ft.	30-inch Corrugated Metal Pipe	8.00	2,720.00
40 lin. ft.	36-inch Corrugated Metal Pipe, 10 Gage	15.00	600.00
30 lin. ft.	42-inch Corrugated Metal Pipe, 10 Gage	18.00	540.00
50 lin. ft.	48-inch Corrugated Metal Pipe, 10 Gage	25.00	1,250.00
30 lin. ft.	48-inch Corrugated Metal Pipe, 8 Gage	25.00	750.00
270 lin. ft. -	72-inch Corrugated Metal Pipe	40.00	10,800.00
24 lin. ft.	65-inch Arch Type Corrugated Metal Pipe	35.00	840.00
160 lin. ft.	Salvaging Culvert Pipe	2.00	320.00
4 only	18-inch Metal End Sections	40.00	160.00
1 only	36-inch Metal End Sections	120.00	120.00
1 only	42-inch Elliptical Inlets	175.00	175.00
2 only	48-inch Elliptical Inlets	250.00	500.00
2 only	72-inch Elliptical Inlets	425.00	850.00
80 cu. yds.	Class "A" Concrete	90.00	7,200.00
11,600 lbs.	Metal Reinforcement	.20	2,320.00
1,400 lin. ft.	Metal Guard Rail	3.50	4,900.00
550 lin. ft.	Salvaging Guard Rail	3.00	1,650.00
10,100 cu. yds.	Coarse Crushed Material in Base	3.25	32,825.00
1,520 cu. yds.	3/4" - 0 Material in Base	3.75	5,700.00
420 M-gals.	Sprinkling	2.00	840.00
All Required	Preparation of Base		1,500.00
1,090 cu. yds.	Furnishing and Placing Aggregates	5.00	5,450.00
80 tons	120-150 Asphalt	60.00	4,800.00
24 tons	RS-1 Asphalt	60.00	<u>1,440.00</u>

Subtotal	\$492,328.00
10% Engr. & Cont.	<u>49,232.80</u>
Total	\$541,560.80

Type Code X220

Glover Overcrossing (Sta. 418+37.95 to Sta. 419+58.95) (Contract No. 5049)

270 cu. yds.	Structural Excavation	\$ 9.00	\$ 2,430.00
600 lin. ft.	Furnish Steel Piling	6.00	3,600.00
24 only	Drive Steel Piles	98.00	2,352.00
745 cu. yds.	Class "A" Concrete	64.00	47,680.00
166,000 lbs.	Metal Reinforcement	.135	22,410.00
85 lin. ft.	8-inch Metal Drain Pipe	5.00	<u>425.00</u>
			\$78,897.00

Type Code X731

Kamela Undercrossing (Sta. 148+70) (Contract No. 5049)

310 cu. yds.	Structural Excavation	\$10.00	\$ 3,100.00
128 lin. ft.	Furnish Steel Piling	6.00	768.00
4 only	Drive Steel Piles	100.00	400.00
400 cu. yds.	Class "A" Concrete	73.00	29,200.00
95,400 lbs.	Metal Reinforcement	.14	13,356.00
All Required	Structural Steel		20,160.00
110 lin. ft.	8-inch Metal Drain Pipe	5.00	<u>550.00</u>
			\$ 67,534.00

Subtotal	\$146,431.00
10% Engr. & Cont.	<u>14,643.10</u>

Total	\$161,074.10
-------	--------------

Length of Roadway	10.043 miles
Length of 2 Structures	0.023 mile
Length of 1 Structure	0.048 mile (Exception)
Total Length	10.114 miles
Cost of Roadway per mile	\$53,902.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	\$ 20,000.00	\$ 18,000.00	\$ 2,000.00
Roadway	541,560.80	500,300.00	41,260.80
Structures	<u>161,074.10</u>	<u>148,400.00</u>	<u>12,674.10</u>
	\$722,634.90	\$666,700.00	\$55,934.90

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
 Chap. 529, laws, 1939
 State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-62(11)

MEACHAM-GLOVER SECTION OF THE OLD OREGON TRAIL HIGHWAY
IN UMATILLA AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 23, 1957

Type Code P.E.

All Required	Preliminary Engineering	\$ 20,000.00
--------------	-------------------------	--------------

Type Code 0010

Roadway (Sta. 896+00 thru equa. 1000+00 - 0+00 to Sta. 430+00)

All Required	Clearing and Grubbing		\$ 45,000.00
1,030 cu.yds.	Drainage Excavation, Unclassified	\$3.00	3,090.00
530,600 cu.yds.	General Excavation, Unclassified	.50	265,300.00
2,097,200 yd.sta.	Short Overhaul	.01	20,972.00
111,200 C-yd.st.	Long Overhaul	.35	38,920.00
All Required	Finishing Roadbed and Slopes		5,000.00
12,000 lin.ft.	Rounding Cutbanks	.15	1,800.00
2,060 lin.ft.	18-inch Corrugated Metal Pipe	4.50	9,270.00
36 lin.ft.	18-inch Corrugated Metal Pipe, 14 Gage	5.00	180.00
310 lin.ft.	24-inch Corrugated Metal Pipe	6.50	2,015.00
20 lin.ft.	24-inch Corrugated Metal Pipe, 12 Gage	7.00	140.00
340 lin.ft.	30-inch Corrugated Metal Pipe	13.00	4,420.00
40 lin.ft.	36-inch Corrugated Metal Pipe, 10 Gage	14.50	580.00
30 lin.ft.	42-inch Corrugated Metal Pipe, 10 Gage	17.00	510.00
50 lin.ft.	48-inch Corrugated Metal Pipe, 10 Gage	23.00	1,150.00
30 lin.ft.	48-inch Corrugated Metal Pipe, 8 Gage	25.00	750.00
270 lin.ft.	72-inch Corrugated Metal Pipe	40.00	10,800.00
24 lin.ft.	65-inch Arch Type Corrugated Metal Pipe	35.00	840.00
160 lin.ft.	Salvaging Culvert Pipe	3.50	560.00
4 only	18-inch Metal End Sections	35.00	140.00
1 only	36-inch Metal End Section	50.00	50.00
1 only	42-inch Elliptical Inlets	175.00	175.00
2 only	48-inch Elliptical Inlets	225.00	450.00
2 only	72-inch Elliptical Inlets	650.00	1,300.00

80 cu.yds.	Class "A" Concrete	\$ 60.00	\$ 4,800.00
11,600 lbs.	Metal Reinforcement	.15	1,740.00
1,400 lin.ft.	Metal Guard Rail	3.00	4,200.00
550 lin.ft.	Salvaging Guard Rail	2.75	1,512.50
10,100 cu.yds.	Coarse Crushed Material in Base	2.00	20,200.00
1,520 cu.yds.	3/4" - 0 Material in Base	2.25	3,420.00
420 M-gals	Sprinkling	3.50	1,470.00
All Required	Preparation of Base		400.00
1,090 cu.yds.	Furnishing and Placing Aggregates	4.00	4,360.00
80 tons	120-150 Asphalt	50.00	4,000.00
24 tons	RS-1 Asphalt	55.00	1,320.00

Subtotal \$ 460,834.50
 10% Engr. & Cont. 46,083.45

Total \$ 506,917.95

Length of Roadway.....10.047 miles
 Length of 2 Structures..... 0.019 miles
 Length of 1 Structure..... 0.048 miles (Exception)
 Total Length.....10.114 miles
 Cost of Roadway, per mile.....\$50,454.65

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$20,000.00	\$ 18,000.00	\$2,000.00
Roadway	<u>506,917.95</u>	<u>468,000.00</u>	<u>38,917.95</u>
	\$ 526,917.95	\$486,000.00	\$40,917.95

GLOVER AND KAMELA GRADE SEPARATION STRUCTURES
MEACHAM - GLOVER SECTION
OLD OREGON TRAIL HIGHWAY
UNION AND UMATILLA COUNTIES

FAP I.

Two Reinf. Concrete and Steel Structures

Br. No. 8044 and 8048 Bids Received Aug. 29, 1957

<u>Glover Overcrossing</u>	<u>Amount</u>
270 Cu. Yds. Structural Excavation @ 6 ⁰⁰	\$ 1620-
500 Lin. Ft. Furnish Steel Piling @ 5 ⁰⁰	3000-
24 Only Drive Steel Piles @ 80 ⁰⁰	1920-
745 Cu. Yds. Class "A" Concrete @ 75 ⁰⁰	55,875-
166,000 Lbs. Metal Reinforcement @ 0.14	23,240-
35 Lin. Ft. 8-inch Metal Drain Pipe @ 4 ⁰⁰	340-
<u>Kamela Undercrossing</u>	
310 Cu. Yds. Structural Excavation @ 6 ⁰⁰	1860-
125 Lin. Ft. Furnish Steel Piling @ 5 ⁰⁰	640-
4 Only Drive Steel Piling @ 100 ⁰⁰	400-
120 Cu. Yds. Class "A" Concrete @ 75 ⁰⁰	30,000-
95,400 Lbs. Metal Reinforcement @ 0.14	13,356-
211 Structural Steel 90,100 @ 0.30	27,030-
10 Lin. Ft. 8-inch Metal Drain Pipe @ 4 ⁰⁰	440-
For Comparison of Bids	\$ 159,721-

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount

• 159,721-

Anticipated Additional Items:

None

—

Engr. & Cont. (12½%)

• 159,721.00

• 19,965.12

Estimated Net Authorization, Constr.

• 179,686.12

MEACHAM-GLOVER SECTION OF THE OLD OREGON TRAIL HIGHWAYIN UMATILLA AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 9, 1957

Type Code P. E.

All Required	Preliminary Engineering	\$	\$ 20,000.00
--------------	-------------------------	----	--------------

Type Code 0010Roadway (Sta. 896+00 Thru Equip. 1000+00-0+00 to Sta. 1430+00) (Contract No. 4969)

All Required	Clearing and Grubbing	\$	\$ 95,000.00
1,030 cu. yds.	Drainage Excavation, Unclassified	4.00	4,120.00
530,600 cu. yds.	General Excavation, Unclassified	0.47	249,382.00
2,097,200 yd. sta.	Short Overhaul	0.005	10,486.00
111,200 C-yd. sta.	Long Overhaul	0.25	27,800.00
All Required	Finishing Roadbed and Slopes		4,000.00
12,000 lin. ft.	Rounding Cutbanks	0.15	1,800.00
2,060 lin. ft.	18-inch Corrugated Metal Pipe	4.50	9,270.00
36 lin. ft.	18-inch Corrugated Metal Pipe, 14 Gage	5.00	180.00
310 lin. ft.	24-inch Corrugated Metal Pipe	6.00	1,860.00
20 lin. ft.	24-inch Corrugated Metal Pipe, 12 Gage	9.00	180.00
340 lin. ft.	30-inch Corrugated Metal Pipe	8.00	2,720.00
40 lin. ft.	36-inch Corrugated Metal Pipe, 10 Gage	15.00	600.00
30 lin. ft.	42-inch Corrugated Metal Pipe, 10 Gage	18.00	540.00
50 lin. ft.	48-inch Corrugated Metal Pipe, 10 Gage	25.00	1,250.00
30 lin. ft.	48-inch Corrugated Metal Pipe, 8 Gage	25.00	750.00
270 lin. ft.	72-inch Corrugated Metal Pipe	40.00	10,800.00
24 lin. ft.	65-inch Arch Type Corrugated Metal Pipe	35.00	840.00
160 lin. ft.	Salvaging Culvert Pipe	2.00	320.00
4 only	18-inch Metal End Sections	40.00	160.00
1 only	36-inch Metal End Sections	120.00	120.00
1 only	42-inch Elliptical Inlets	175.00	175.00
2 only	48-inch Elliptical Inlets	250.00	500.00
2 only	72-inch Elliptical Inlets	425.00	850.00
80 cu. yds.	Class "A" Concrete	90.00	7,200.00
11,600 lbs.	Metal Reinforcement	0.20	2,320.00
1,400 lin. ft.	Metal Guard Rail	3.50	4,900.00
550 lin. ft.	Salvaging Guard Rail	3.00	1,650.00
10,100 cu. yds.	Coarse Crushed Material in Base	3.25	32,825.00
1,520 cu. yds.	3/4" - 0 Material in Base	3.75	5,700.00
420 M-gals.	Sprinkling	2.00	840.00
All Required	Preparation of Base		1,500.00
1,090 cu. yds.	Furnishing and Placing Aggregates	5.00	5,450.00
80 tons	120-150 Asphalt	60.00	4,800.00
24 tons	RS-1 Asphalt	60.00	1,440.00

Subtotal	\$492,328.00
10% Engr. & Cont.	49,232.80
Total	\$541,560.80

Type Code X220

Clover Overcrossing (Sta. 418+37.95 to Sta. 419+58.95)

270 cu. yds.	Structural Excavation	\$6.00	\$ 1,620.00
600 lin. ft.	Furnish Steel Piling	5.00	3,000.00
24 only	Drive Steel Piles	80.00	1,920.00
745 cu. yds.	Class "A" Concrete	75.00	55,875.00
166,000 lbs.	Metal Reinforcement	0.14	23,240.00
85 lin. ft.	8-inch Metal Drain Pipe	4.00	340.00
			<u>\$ 85,995.00</u>

Type Code X731

Archa Undercrossing (Sta. 148+70)

310 cu. yds.	Structural Excavation	\$6.00	\$ 1,860.00
128 lin. ft.	Furnish Steel Piling	5.00	640.00
4 only	Drive Steel Piles	100.00	400.00
400 cu. yds.	Class "A" Concrete	75.00	30,000.00
95,400 lbs.	Metal Reinforcement	0.14	13,356.00
All Required	Structural Steel		27,030.00
110 lin. ft.	8-inch Metal Drain Pipe	4.00	440.00
			<u>\$ 73,726.00</u>

Subtotal	\$159,721.00
10% Engr. & Cont.	15,972.10
Total	<u>\$175,693.10</u>

Length of Roadway - - - - -10.043 Miles
Length of 2 Structures- - - - -0.023 Mile
Length of 1 Structure - - - - -0.048 Mile (Exception)
Total Length - - - - -10.114 Miles
Cost of Roadway Per Mile- - - - - \$53,902.73

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 20,000.00	\$ 18,000.00	\$ 2,000.00
Roadway	541,560.80	500,000.00	41,560.80
Structures	175,693.10	162,000.00	13,693.10
	<u>\$737,253.90</u>	<u>\$680,000.00</u>	<u>\$57,253.90</u>

Type Code X220

Glover Overcrossing (Sta. 418+37.95 to Sta. 419+58.95)

270 cu. yds.	Structural Excavation	\$6.00	\$ 1,620.00
600 lin. ft.	Furnish Steel Piling	5.00	3,000.00
24 only	Drive Steel Piles	80.00	1,920.00
745 cu. yds.	Class "A" Concrete	75.00	55,875.00
166,000 lbs.	Metal Reinforcement	0.14	23,240.00
85 lin. ft.	8-inch Metal Drain Pipe	4.00	340.00
			<u>\$ 85,995.00</u>

Type Code X731

Kanala Undercrossing (Sta. 148+70)

310 cu. yds.	Structural Excavation	\$6.00	\$ 1,860.00
128 lin. ft.	Furnish Steel Piling	5.00	640.00
4 only	Drive Steel Piles	100.00	400.00
400 cu. yds.	Class "A" Concrete	75.00	30,000.00
95,400 lbs.	Metal Reinforcement	0.14	13,356.00
All Required	Structural Steel		27,030.00
110 lin. ft.	8-inch Metal Drain Pipe	4.00	440.00
			<u>\$ 73,726.00</u>

Subtotal	\$159,721.00
10% Engr. & Cont.	15,972.10
Total	<u>\$175,693.10</u>

Length of Roadway - - - - -10.043 Miles
Length of 2 Structures- - - - -0.023 Mile
Length of 1 Structure - - - - -0.048 Mile (Exception)
Total Length - - - - -10.114 Miles
Cost of Roadway Per Mile- - - - - \$53,902.73

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 20,000.00	\$ 18,000.00	\$ 2,000.00
Roadway	541,560.80	500,000.00	41,560.80
Structures	175,693.10	162,000.00	13,693.10
	<u>\$737,253.90</u>	<u>\$680,000.00</u>	<u>\$57,253.90</u>

RECEIVED
MAY 1 - 1959

W. C. Williams

NOTED
W. & WILLIAMS

April 27, 1959

FINAL COST ANALYSIS

Grading

Contractor: Rogers Construction Co.

Resident Engineer: J. C. Hiatt

Old Oregon Trail Hwy.
Prefix No. 30-1062

FOR FILING
Mecham-Glover Section
Contract No. 4969

10200

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	95,000.00	30,088.82	30,088.82	95,000.00
Drainage Excav., Unclass.	1,849.74	Cu. Yd.	4.00	4.55	8,432.15	7,398.96
General Excav., Unclass.	516,411.1	Cu. Yd.	.47	.49	253,900.69	242,713.22
Short Overhaul	1,951,068.3	Yd. Sta.	.005	.005	9,163.63	9,755.34
Long Overhaul	89,106.6	C-Yd. Sta.	.25	.234	20,925.52	22,276.65
Finishing R.B. & Slopes	100%	All	4,000.00	3,757.37	3,757.37	4,000.00
Rounding Cutbanks	1,085	Lin. Ft.	.15	.14	152.86	162.75
18" C.M.P.	1,690	Lin. Ft.	4.50	4.84	8,193.88	7,605.00
18" C.M.P. 14 ga.	30	Lin. Ft.	5.00	5.35	160.62	150.00
24" C.M.P.	286	Lin. Ft.	6.00	6.36	1,819.18	1,716.00
24" C.M.P. 12 ga.	14	Lin. Ft.	9.00	9.69	135.78	126.00
30" C.M.P.	289	Lin. Ft.	8.00	8.56	2,474.00	2,312.00
36" C.M.P. 10 ga.	36	Lin. Ft.	15.00	15.96	574.75	540.00
42" C.M.P. 10 ga.	28	Lin. Ft.	18.00	19.17	536.90	504.00
48" C.M.P. 10 Ga.	42	Lin. Ft.	25.00	27.10	1,138.61	1,050.00
48" C.M.P. 8 ga.	28	Lin. Ft.	25.00	26.71	747.98	700.00
72" C.M.P.	260	Lin. Ft.	40.00	43.28	11,253.92	10,400.00
65" Arch Type C.M.P.	20	Lin. Ft.	35.00	38.10	762.13	700.00
Salvage Culvert Pipe	244	Lin. Ft.	2.00	2.36	575.78	488.00
18" Metal End Sections	4	Each	40.00	44.01	176.07	160.00
42" Elliptical Inlets	1	Each	175.00	185.49	185.49	175.00
48" Elliptical Inlets	2	Each	250.00	265.28	530.56	500.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
72" Elliptical Inlets	3	Each	425.00	447.07	1,341.22	1,275.00
Class "A" Concrete	75.04	Cu. Yd.	90.00	99.38	7,458.19	6,825.60
Metal Reinforcement	10,161	Lb.	.20	.22	2,239.26	2,032.20
Metal Guardrail	3,255	Lin. Ft.	3.50	3.91	12,735.62	11,392.50
Salvage Guardrail	847.5	Lin. Ft.	3.00	3.53	2,999.81	2,542.50
Coarse Cr. Mat'l in base	9,137	Cu. Yd.	3.25	2.64	24,207.99	29,695.25
3/4"-0 Material in Base	1,360	Cu. Yd.	3.75	3.17	4,318.12	5,100.00
Sprinkling	323.78	M-Gal.	2.00	7.96	2,579.13	647.56
Preparation of Base	100%	All	1,500.00	1,080.48	1,081.48	1,500.00
**Furnish & Place Aggregates	1,114	Cu. Yd.	5.00	4.22	4,704.43	5,570.00
**120-150 Asphalt	74.6	Ton	60.00	54.44	4,061.66	4,476.00
**RS-1 Asphalt	22.51	Ton	60.00	54.44	1,225.63	1,350.60
PA#1 Cement Adj. Favor of Contr.	16	Bbl.	5.60			89.60
Force Account					2,059.76	3,250.92
Force Account (State share in flagging)					2,101.77	2,101.77
					<u>\$ 428,800.76</u>	<u>\$ 486,282.42</u>

Gross Revenue \$ 486,282.42

Total Cost 428,800.76

Net Profit \$ 57,481.66

Net Profit equals 11.82% of Gross Revenue

* Murray Bros. (All)

** Russell Olson Construction, Inc. (Work done all or in part)

DETAIL OF COSTS - CONTRACT No. 4969

Labor:

Labor and Supervision	\$ 121,271.17	
Labor Insurance	7,507.37	
Health and Welfare	3,172.78	\$ 131,951.32

Equipment Rental and Miscellaneous Supplies:

Equipment Rental, Owned	147,136.07	
Equipment Rental, Hired	22,466.56	
Gas, Oil, and Grease	20,600.84	
Freight (on supplies and material)	1,909.13	
Form Lumber (R.C.B.C.)	577.55	
Small Tools and Miscellaneous Supplies	4,860.12	
Powder and explosive materials	16,834.33	
Move In	4,731.00	
Bond	2,681.41	
Home Office and General Overhead	24,314.12	246,111.13

Materials:

18" C.M.P.	1,690 Lin. Ft. @ \$2.93	4,951.70
18" C.M.P., Bands	84 Each @ \$2.93	246.12
18" C.M.P., 14 ga.	30 Lin. Ft. @ \$3.52	105.60
18" C.M.P., Bands	1 Each @ \$3.52	3.52
24" C.M.P.	286 Lin. Ft. @ \$4.57	1,307.02
24" C.M.P., Bands	14 Each @ \$4.57	63.98
24" C.M.P., 12 ga.	14 Lin. Ft. @ \$6.14	85.96
30" C.M.P.	289 Lin. Ft. @ \$5.59	1,615.51
30" C.M.P., Bands	14 Each @ \$5.59	78.26
36" C.M.P., 10 ga.	36 Lin. Ft. @ \$11.25	405.00
36" C.M.P., 10 ga., Bands	1 Each @ \$11.25	11.25
42" C.M.P., 10 ga.	28 Lin. Ft. @ \$13.29	372.12
42" C.M.P., 10 ga., Bands	1 Each @ \$13.29	13.29
48" C.M.P., 10 ga.	42 Lin. Ft. @ \$15.20	638.40
48" C.M.P., 10 ga., Bands	2 Each @ \$15.20	30.40
48" C.M.P., 8 ga.	28 Lin. Ft. @ \$17.93	502.04
48" C.M.P., 8 ga., Bands	1 Each @ \$17.93	17.93
72" C.M.P.	260 Lin. Ft. @ \$23.72	6,167.20
72" C.M.P., Bands	13 Each @ \$47.44	616.72
65" Arch Type, C.M.P.	20 Lin. Ft. @ \$19.35	387.00
65" Arch Type, C.M.P., Band	1 Each @ \$38.70	38.70
18" Metal end section	4 Each @ \$21.22	84.88
42" Elliptical Inlets	1 Each @ \$140.00	140.00
48" Elliptical Inlets	2 Each @ \$198.00	396.00
72" Elliptical Inlets	3 Each @ \$365.00	1,095.00
Class "A" Concrete	75.04 Cu. Yd. @ \$26.30	1,973.55
Metal Reinforcement	101.61 Cwt. @ \$10.15	1,031.34

Detail of Cost Cont'd. - Contract No. 4969

Metal Guardrail	3, 255 Lin. Ft.	@ \$1. 18	3, 840. 90
Guardrail Posts	198 Each	@ \$4. 40	870. 20
Crushed Mat'l in Base	9, 137 Cu. Yd.	@ \$1. 50	13, 705. 50
3/4"-0 Mat'l in Base	1, 360 Cu. Yd.	@ \$2. 00	2, 720. 00
Aggregates, Oilmat	1, 114 Cu. Yd.	@ \$2. 00	2, 228. 00
120-150 Asphalt	74. 6 Ton	@ \$36. 20	2, 700. 52
RS-1 Asphalt	22. 51 Ton	@ \$36. 20	814. 86
6" Perf. C.M.P. Dr. Pipe	1, 160 Lin. Ft.	@ \$0. 94	1, 090. 40
6" Perf. C.M.P. Dr. Pipe Bands	38 Each	@ \$1. 16	44. 08
6" Perf. C.M.P. Dr. Pipe Tees	5 Each	@ \$8. 84	35. 36
Special backfill for Dr. Pipes	220 Cu. Yd.	@ \$1. 41	310. 00
			50, 738. 31
		TOTAL	\$ 428, 800. 76

Remarks - Contract No. 4969

This was a "Federal Aid Interstate Project" consisting of the construction of 10.04 miles of main highway roadbed with frontage roads, channel change, connecting roads, and detours, involving 515,411.1 cubic yards of excavation; the construction of three reinforced box culvert extensions; and the construction of 1.57 miles of rock base and 0-11 oil mat wearing surface on detours on the Meacham - Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

This project was bid on May 17th, awarded May 21, 1957, and completed September 19, 1958.

Murray Bros., Bend, subcontractors, started clearing on this project May 23, 1957 using three caterpillar dozers with special clearing and grubbing blades. The fourth dozer was added the following week.

The prime contractor began work on this project the same week using a 22-B dragline in excavation on the channel change at Station 947. The major activities were begun on Monday, June 3rd, with the contractor using the same equipment which he used on the "Meacham-Glover Project, Contract No. 4536", consisting of two D-9 dozer-rippers, three D-8 dozers, three S-18 Euclid scrapers, five TDT-23 scrapers, two #12 graders, two 2-1/2 inch airtracs, 900 cfm compressor, one 4-ton boom truck, and one 2-1/2 ton flatbed truck.

Two 9-hour shifts were begun on June 17, 1957 and continued until August 3rd when the contractor changed to two 10-hour shifts.. This continued until the last of August, when only one 9-hour period was used.

The combined operations of the two contracts were carried ontogether until the first contract was finished on July 31, 1957. Excavation of cuts on Contract No. 4969 were used on Contract No. 4536 and a system of exchange was used throughout the two.

The grading portion of this project was completed September 21, 1957, leaving only the finishing, clean up, guard rail, and detour to be completed on the "A" leg of the Glover Interchange, and the detour on the Meacham end of the project.

Guard rail installation was begun on September 16, 1957 and completed Wednesday, October 9, 1957. No more activity took place until November 11th when the contractor used two DW-21 scrapers to haul embankment material to stockpile for the fill at the east end of the Glover Overcrossing structure and a #12 blade worked on "Stage 2" detour. The following week, the stockpiled material was placed and the detour prepared for oiling.

Remarks Cont'd. - Contract No. 4969

Stage No. 2 of the Glover Interchange detour was oiled on Wednesday, June 18, 1958 and traffic was routed over the new railroad overpass. No more work was done until August 18th when three laborers salvaged and re-erected guard rail, and one D-8 dozer worked on removing the Stage 1 detour, and one D-4 placed backfill material under the east end of the new Glover Overcrossing. Installation of salvaged guard rail continued through the following week.

The project was completed on September 19th after a week of clean up and removal of danger trees.

The contractor made a good profit on this project. It is to be noted, however, that a number of items are showing a loss. It is my assumption that the profit in these items is to be found in the large over bid amount of "Clearing and Grubbing" which in itself shows a profit of 316% of cost or 13.36% of gross revenue.

M. N. Juve
Chief Cost Analyst

By

G. K. Hanson

RECEIVED
JAN 23 1959

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(CONTRACT NO.)

4969

(EST. NO.)

(CONTRACTOR)

4969

(VOUCHER NO.)

10 final

(WARRANT NO.)

Rogers Construction, Inc.

(AMOUNT)

(DATE)

984

H 233884

\$ 11,480.69

1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris W. ...
ACCOUNTING DIVISION

Specified completion date: 190 workdays from 6-1-57

Time Extensions:

None

Completion Date:

Sept. 19, 1958

Date Accepted:

Oct. 23, 1958

Penalties:

None of record

Claims:

None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
~~Secretary~~

Warrant Mailed: JAN 23 1959

GC

NOTED ON CARD

em

RECEIVED
JAN 9 - 1959

FOR FILING

J. (200)

14467

CERTIFIED MAIL

Jan. 8, 1959

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Mr. Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4969, for grading on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties was completed by the contractor, Rogers Construction, Inc., on Sept. 19, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of \$14,480.69 will be released to the contractor on or after Jan. 19, 1959. The total contract amount is \$486,282.42, of which amount \$5,352.69 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Pallatt, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

PM

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

No. 70 FINAL

For Week Ending September 19, 1958

Section Meacham - Glover Kind of work Grading
 Highway Old Oregon Trail County Umatilla & Union Section prefix 30-1062 I-62(11)
 Contractor Rogers Construction, Inc. Contract number 4969
 Date of contract May 21, 19 57 Specified work days 190
 Date work started May 23, 19 57 Work days used 165
 Project authorization \$ 589,081.50 Per cent of time elapsed 86.3 %
 Exclusive of engineering \$ 547,191.26
 Estimated cost of completed project, exclusive of engineering \$ 552,861.09
 Estimated per cent ~~over~~ or underrun including engineering 1.06 %
 Per cent of contract completed, based on total contract price 99 %
 Engineering authorization \$ 41,890.24
 Engineering cost to date \$ 27,290.00 65 % Date project was completed September 19, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Five man crew worked most of the week falling danger trees and cleaning up unsightly leaning timber under Extra Work Order.

This completes this job.

Noted
 M. N. Juve

NOTED
 C. E. PAULSEN

Signed

Address

La Grande

CONSTRUCTION DIVISION
RECEIVED

SEP 22 1958

NOTED--

☒ ☒ ☒ ☒ ☒
 CE ACE ACE COE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	10.04				
Miles partially completed					
Miles completed	10.04				
Total estimated quantities (contract)	530,600 CY				
Total quantities corrected to date	515,500 CY				
Estimated quantities moved or placed to date	515,500 CY				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Overcast		
Wednesday	Fair		
Thursday	Fair		
Friday	Showers A.M. Fair P.M.		
Saturday			

RECEIVED
JUL 29 1958

FOR FILING

I-62(11)

4969

July 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering placing embankment materials under the Glover Overcrossing structure on the Neacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties, Contract No. 4969, in connection with Federal Aid Project No. I-62(11).

Construction on the Glover Overcrossing made it impossible for the grading contractor to place embankment under the east end of the structure in the normal manner and when working in that vicinity. To place the embankment under the completed structure will require extra work over normal procedure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

Enclosures

RECEIVED
APR 9 1958

FOR FILING

I-62(11)
4969

April 8, 1958

B.P.O.

Walla Walla District Office
Bonneville Power Administration
P. O. Box 1021
Walla Walla, Washington

Attention: Mr. Norman A. Gilchrist, Manager

Gentlemen:

I refer to your letter of December 16, 1957, directed to the Oregon State Highway Department pointing out that there is still due Bonneville Power Administration the sum of \$14,348.99 for changes in its power lines necessitated by relocation of the Meacham-Glover section of US30. The State Highway Engineer analysed your billing for this amount and recommended to the State Highway Commission at its meeting February 27, 1958, that the claim be paid. I am pleased to inform you that Commission adopted his recommendation.

You may already have been informed of the Commission's action. Nonetheless, I am bringing it to your attention formally just in case you had not previously been informed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js



January 24, 1958

Mr. Norman A. Gilchrist, Manager
Walla Walla District
Bonneville Power Administration
Post Office Box 1021
Walla Walla, Washington

Dear Sir:

As requested in your letter of December 16, 1957, which refers to Trust Agreement No. 14-03-001-12822, I wish to advise that the billing made under this agreement has been checked by our Auditing Department and found to be correct. I am, therefore, returning the two signed copies of the bill as requested by you.

The final cost of this project was in excess of 100 per cent above the original estimate and it will be necessary for us to take the matter to the Highway Commission for further action before payment can be made.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. H. Nelson

FC:me fn

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 23, 1958

SUBJECT: Bonneville Power Administration
billing--Meacham-Glover Section

To:

Forrest Cooper
Deputy State Highway Engineer
State Highway Building

L

The attached billing from the Bonneville Power Administration is arithmetically correct as to additions and credits for salvage materials. Billings from the B.P.A. never show hourly rates for labor or unit prices for materials used. We will be able to get this information from the accounting office in Portland.

I would suggest that two copies of the bill be signed and returned to the Walla Walla office, as requested in the letter from Mr. Gilchrist. The original and duplicate copies of the bill should be sent to the Resident Engineer for his approval.

I am attaching herewith a suggested draft for Commission approval.

C. H. Maison

C. H. Maison
Auditor

CHM:mr
Attachments

cc: Tom Edwards

COOPER

RECEIVED
JAN 16 1958

FOR FILING

Salem, Oregon
January 14, 1958

Bonneville Power Administration
billing - Emigrant Hill-Deadman's
Pass

BPA

Mr. C. H. Maison
Auditor
Department

I am attaching a letter and bills from the Bonneville Power Administration which refer to some changes necessary in the Pendleton-La Grande 230 kv line made necessary by the reconstruction of the Meacham-Glover Section.

You do not need to be much of an Einstein to determine that the Bonneville Power Administration's first guess and its final billing bear no relation. Will you please audit the bill and see that it is in proper form for payment with respect to arithmetic. We have already discussed the estimate with the Bonneville people, with results about as you would expect.

I believe it will be necessary to take this matter back to the Highway Commission for approval of the additional amount. If so, will you please so advise me, giving me a rough draft of a letter to be sent to the Commission.

Forrest Cooper
Deputy State Highway Engineer

FC:me
Encl.

cc Mr. Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 9th, 1958

SUBJECT: B.P.A. Billing
Emigrant Hill-Deadman's Pass

To: Mr. Ferrest Cooper
Deputy State Highway Engineer
Office

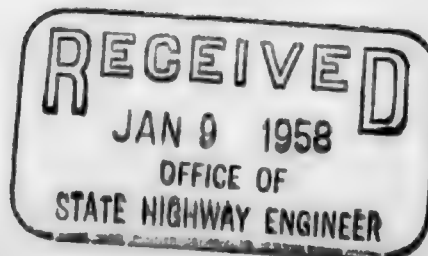
Mr. Baker talked to Mr. Cowan and to Betty Hahn of the Land Office Division of the B.P.A. on January 7th, 1958. They have already gone to their engineering department for an explanation of the overrun and got about the same explanation as was given by Mr. Gilchrist in his letter. The materials cost did not overrun, the labor cost was about double the estimate and equipment rentals made up the major portion of the overrun. Mr. Gilchrist erred in speaking of steel tower foundations. This was a wood pole H-type tower project.

The B.P.A. has no method by which they can draw on future funds to send a field crew to check site conditions. All their estimates are made in the Portland office without seeing the site. It might be possible to prevent a large portion of the trouble by submitting photographs of the area when we ask for an estimate from them.

Tom Edwards

Tom Edwards
Construction Engineer

TE:AR



RECEIVED
JAN 3 - 1958

FOR FILING

Salem, Oregon
January 2, 1958

Invoice for moving
facilities - Pendleton-
La Grande Section

Mr. Tom Edwards
Construction Engineer
Department

I am handing you herewith a letter from Norman A. Gilchrist, Manager of the Walla Walla District Office of the Bonneville Power Administration. Attached to Mr. Gilchrist's letter is an invoice for moving facilities under Agreement No. 14-03-001-12822 on the Pendleton-La Grande Section in an amount of \$27,748.99. The original estimate of cost of this move made by Bonneville was \$13,400 and was the basis of our Trust Agreement.

While it is probably just one of those things, I suggest you have our Liaison Engineer, Mr. Baker, discuss this matter with the Bonneville people to be sure that the bill is in order and also to convey to them in a subtle way that "boo-boos" such as this are somewhat embarrassing to us and suggest that they be more realistic in the future.

Please give me a short report.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

Agg.
No. 1929-5



UNITED STATES
DEPARTMENT OF THE INTERIOR

BONNEVILLE POWER ADMINISTRATION
Walla Walla District Office
Walla Walla, Washington

December 16, 1957

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed are four copies of a statement of costs accumulated under Trust Agreement No. 14-03-001-12822, which involved changes in our Pendleton-La Grande 230 kv line in Miles 12 and 13.

There are still some additional land acquisition costs involved in this matter, which we are unable to bill you for at this time. The acquisition has not yet been completed, and it may take some time to consummate negotiations. When these costs are in, a supplemental billing will be prepared.

You will notice that an amount of \$14,348.99 is due, in addition to the trust fund already provided by the Oregon Highway Commission. May I explain that these additional costs resulted from the fact that weather conditions did not permit us to start the job early enough in the year. As a consequence, in order to complete the work and not hold up the actual highway construction it was necessary to perform a considerable amount of construction on an overtime basis. In addition, considerable rock formation was encountered in putting in footings for the new steel towers, which required considerable blasting and use of special equipment.

If this listing of charges is satisfactory, please return two signed copies of the statement to this office. Your check for the balance due should be made payable to the Bonneville Power Administration.

Sincerely yours,

Norman A. Gilchrist
Norman A. Gilchrist
Manager

Enc.

RECEIVED
JAN 27 1958

FOR FILING

1
111

January 24, 1958

Oregon State Highway Commission

Gentlemen:

We are in receipt of a billing from the Bonneville Power Administration in the amount of \$27,748.99 representing the total costs for changes made in its power lines necessitated by relocation of the Meacham-Glover section of US30. The amount of \$13,400 has already been paid to the Bonneville Power Administration as a deposit to be applied against its costs for this project, leaving a balance of \$14,348.99 due them.

Correspondence from the Bonneville Power Administration regarding the large overrun of its estimate indicates that inclement weather conditions prevented starting the job as soon as it had anticipated. This resulted in excessive work performed on an overtime basis in order to complete the job before our contractor moved in. In addition to the overtime labor involved, the Bonneville Power Administration advises that, due to the rock formation encountered in the progress of its work, it was necessary to do considerably more blasting than anticipated, which also required the use of special equipment.

Although these facts no doubt contributed to the excessive overrun, it is also apparent that the Bonneville Power Administration's original estimate was entirely too low. It is respectfully requested that we be authorized to reimburse Bonneville Power in the amount of \$14,348.99 for the additional cost entailed.

This item will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. C. H. Mason

CHM:mr fn

RECEIVED
NOV 6 1957

FOR FILING

1-2-11
42.7

November 5, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering felling danger trees and clean-up of small timber on the Meacham-Olover Section of the Old Oregon Trail Highway in Wasilla and Union Counties, Contract No. 4969, in connection with Federal Aid Project No. I-62(11).

This work is necessary for protection of the travelling public and to clean up small, leaning, unsightly trees. This work is outside of the normal clearing limits established by the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
OCT 29 1957

FOR FILING

October 28, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 23, 1957, requesting further information concerning Order for State Force Work No. 285 on the Meacham-Clover Section in Umatilla County, Contract No. 4969, Oregon Project I-62(11).

We are enclosing three sketches of the proposed relocation of Bonneville Power Administration transmission line. Relocation of the line is shown in red on the sketch, including the two new steel towers. The towers are to replace poles, to be moved according to the agreement, because of the longer span required.

Other adjustments to be made are noted on the sketch. The plan sheet is not large enough to include all of the revisions so the sketch is being submitted in lieu of it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

08-35

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We desire additional information concerning State Force Work Order No. 285 covering the moving and adjusting of Bonneville Power Administration transmission line on the Meacham-Glover Section of the Old Oregon Trail Highway, Contract No. 4969, in connection with Interstate Project No. I-62(11).

Page 3 of the agreement, Item 3, Construction Work, Section a (1)(2)(3)(4)(5), units are not identified on the accompanying Plan Sheet page 14. We would prefer to have a Plan Sheet with these shown. We are particularly interested where "(5) Install two new type 2F single circuit steel towers north of the present line location" are to be placed. Is this a relocation?

Approval is withheld pending receipt of information requested.

Very truly yours,

C. G. FOLK
Division Engineer

RECEIVED
OCT 15 1957

FOR FILING

October 14, 1957

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Form Work No. 215 covering moving and adjusting Burnsville Power Administration transmission line on the Maclean-Glover Section of the Old Oregon Trail Highway in Gastilla and Union Counties, Contract No. 1269, in connection with Federal Aid Project No. 2-62(11).

The line crosses newly acquired right of way. Copies of the agreement with Burnsville Power Administration and estimate of costs are attached. Your approval of this order under the provisions of O.A.H.-300 is requested.

The total estimated cost of the order is \$13,550.00 with Federal participation of \$9,175.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
SEP 11 1957

FOR FILING

7
4

September 10, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering installing 6-inch perforated metal drain pipe on the Beacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties, Contract No. 4969, in connection with Federal Aid Project No. I-62(11).

This work is necessary to stabilize the subgrade between Stations 173 and 184. This area is in a cut and sub-surface water and seepage is causing soft grade.

Very truly yours,

W. C. Williams
State Highway Engineer

By

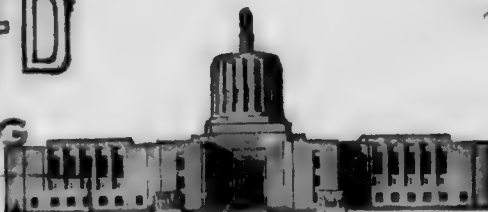
S. H. Probert
Office Engineer

Encl.
DBP:cr

RECEIVED
AUG 6 1957

COMMISSIONERS

FOR FILING

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDEM. K. MCIVER, MEMBER
PORTLANDROBERT B. CHESSMAN, MEMBER
ASTORIAH. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 5, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Attention: Mr. W. A. Bousha

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Seachan-Glover Section
Old Oregon Trail Highway
Bentilla and Union Counties

Dear Mr. Bousha:

Reference is made to our prior correspondence relative to change in Pacific Telephone and Telegraph Company facilities on the above titled project.

There has been considerable confusion regarding this matter, but as I now understand the facts, they are as follows:

- (a) Under date of March 1, 1950, your Company acquired a permit from the Forest Service for the installation of your facilities in the area in question. The line was installed on the National Forest lands in accordance with the permit and was installed on State lands, held either for right of way or park purposes, without a formal permit.
- (b) Under date of September 1, 1955, the Highway Commission secured a special use permit from the Forest Service covering the highway right of way.
- (c) During 1956, you located approximately 3,840 feet of your toll line at the request of this Department. The portion of the line on State property constituted 23 per cent of the total readjustment and you paid this proportional cost of the total move. The balance was reimbursed to you by the Highway Commission. At that time it was acknowledged that your permit rights on the Forest land were superior to those of the State by reason of being prior in

NOTED
FORREST COOPER

August 5, 1957

time and by reason of the fact that the permit to the Highway Commission stated that it was subject to all valid claims.

- (d) On February 20, 1956, you were issued Permit No. 4766 which involved the crossing of the highway. This permit being in its standard form would require you to bear the expense of any future moves. I think that this was an error in procedure, because as stated above your rights under your Forest Service Permit were superior to the rights of the State for highway right of way purposes. A copy of this communication is being sent to Mr. F. W. Farrar, and I have understood from conversation with him that he will revise the permit so as to eliminate this obligation but would like to have the crossing on record in our permit files. I anticipate that he will communicate with you further about this.
- (e) From a map given to me by the Office of the Construction Engineer it appears that the changes now necessary will all be on National Forest lands on which your rights are superior, so that it will be the obligation of the State Highway Commission to reimburse you for the necessary changes, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

If you have not already done so, and in order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. J. C. Hiatt, Resident Engineer on the project with headquarters at LaGrande or to Mr. A. F. Parson, Division Engineer at LaGrande, a detailed estimate showing lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. It appears from your letter of July 1, 1957, to Mr. Parson, that the relocation costs will be approximately \$2,630.00, but I do not know whether this estimate was given in the necessary detail.

As the matter now stands, it appears to me that the Department should issue to you our standard form of permit covering the portion of your line on State highway property, but that there is no form of permit which the Highway Commission could issue to you which would be superior to your original permit from the National Forest Service nor would the

Pacific Telephone and Telegraph Company -3-

August 5, 1957

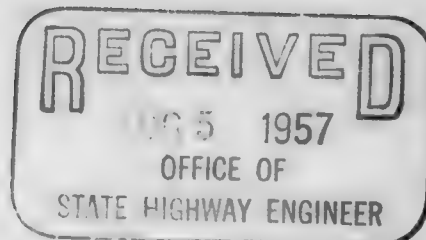
Highway Commission be in any position to impose any costs upon you in the event that some time in the future there may be further rearrangements of your facilities necessary on the National Forest lands.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. J. C. Hiatt
Mr. F. W. Farrar
Mr. Leonard I. Lindas
File No. 22795



RECEIVED
AUG 6 1957

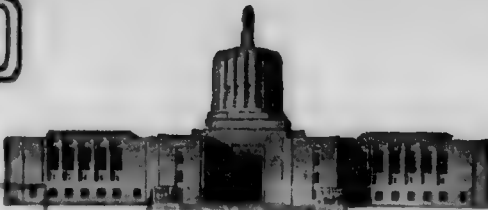
COMMISSIONERS

FOR FILING

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 5, 1957

Salt Lake Pipe Line Company
P.O. Box 217
Salt Lake City, Utah

Re: Salt Lake Pipe Line Company
Pipe Line Adjustment
Reachan-Glover Section
Old Oregon Trail Highway
Umatilla County

Gentlemen:

On May 21, I wrote to you regarding change of your facilities on the above titled project.

Under date of July 15, you submitted an estimate to Mr. J. C. Hiatt of \$13,500, which is principally for casing the existing pipe. I have been asked to advise you that this estimate has been approved and to request you to proceed with the work.

There also was an additional estimate of \$2,000 for the lowering of your pipeline at a channel change. It now develops that the channel change has been redesigned to avoid conflict and that the necessity for the lowering of your pipe has been eliminated.

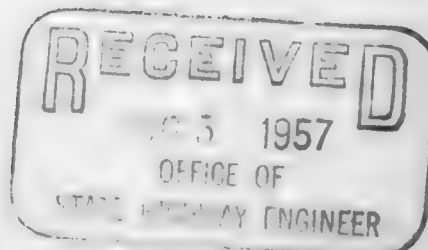
Very truly yours,

J. W. DeSOUSA
Assistant Counsel

JWD:RM

cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. J. C. Hiatt
Mr. F. W. Farrar
Mr. E. L. Porter

NOTED
FORREST COOPER



RECEIVED
JUL 31 1957

FOR FILING

E-12-11
4967

July 30, 1957

The Pacific Telephone and Telegraph Company
309 S. W. Oak Street
Portland 4, Oregon

Conditions

This letter will constitute an amendment to Pole Line Permit No. 4766, issued to The Pacific Telephone and Telegraph Company on February 20, 1956, authorizing a crossing only of the Old Oregon Trail (now Highway) in Marion County near the Glover Overcrossing, being more particularly described as being at Mile Post --, Highway Engineer's Station 10567.

The Amendment shall consist of the following:

"The span across the highway right of way shall be not more than one hundred eighty eight (188) feet, and the poles of that span shall be placed as shown in the sketch attached.

Very truly yours,

H. W. Stiffles
Asst. State Highway Engineer

WHS:PLS
Encl.

cc: A. F. Pearson
L. C. Gatten
Permit Division 2

RECEIVED
JUL 31 1957

FOR FILING

7-22(11)
08-35
4969

July 30, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project L-62(11)
Meacham Glover ~~Succ.~~, Old Oregon Trail
Order for State Force Work dated
July 9, 1957, Seeding and Mulching -
Estimated cost \$14,600.00

Dear Sir:

Reference is made to your letter dated July 22, 1957 concerning the subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and special equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Original to S+P

RECEIVED
AUG 1 1957

FOR FILING

476A

Salem, Oregon
July 26, 1957

Mr. J. W. DeSouza, Chief
P.U.C. & R.R. Section
Department

Salt Lake Pipe Line Company
Pipe Line Adjustment
Meacham-Glover Section
Old Oregon Trail Highway
Umatilla County

Will you please notify the Salt Lake Pipe Line Company to proceed with adjustment of its facilities at the Kamela interchange on the Meacham-Glover Section. This matter was the subject of a letter signed by you dated May 21, 1957 directed to the Salt Lake Pipe Line Company requesting a cost estimate, which we now have, the amount being \$13,500, which is principally for casing the existing pipe.

The owner of the line also gives an estimate of \$2,000 for some lowering of a pipe line at a channel change. This is not necessary, and the Company should be so notified.

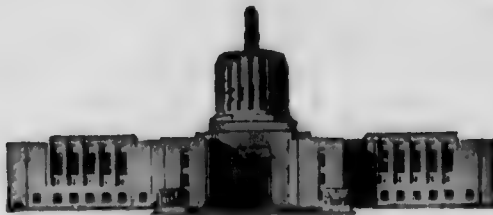
I am attaching copies of pertinent correspondence for your information.

Forrest Cooper
Deputy State Highway Engineer

FC:me
Encl.
cc Mr. Tom Edwards

RECEIVED
JUL 27 1957

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 26, 1957

Donneville Power Administration
1001 N.E. Lloyd
P.O. Box 3537
Portland 8, Oregon

Re: Donneville Power Administration
Power Line Adjustment
Teacham-Glover Section
Old Oregon Trail Highway
Umatilla and Union Counties
File No. 24091

Gentlemen:

On May 13, 1957, I wrote you regarding the moving of your facilities on the above titled project.

I now am advised that you have submitted an estimate of cost in the amount of \$43,550 for the work, which estimate is approved, and I have been requested to ask you to proceed with the rearrangements.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. F. Parson
Mr. J. C. Hiatt
Mr. R. L. Porter

NOTED
FORREST COOPER



RECEIVED
JUL 20 1957

FOR FILING

1967

July 26, 1957

Mr. C. G. Felt
Division Engineer
Bureau of Public Works
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Purse Work No. 211, covering crossing the Salt Lake Pipe Line Company's pipeline on the Hatcher-Clover Section of the Old Oregon Trail Highway in Umatilla and Union Counties, Contract No. 14769, in connection with Federal Aid Project No. 2-62(11).

The Salt Lake Pipe Line Company's oil and gas pipe line crosses lines "A" "B" and "C" under fills. Crossing the pipe line was an anticipated item. The obligation of the State to protect the line is established by the letter of Assistant Counsel, copies of which are attached. Copies of the Company's estimate are also attached.

The "Additional for Lowering" portion of the estimate was provision for lowering the pipe under the channel change noted on the plans. Revision of the channel change has been made making the lowering of this pipe unnecessary.

Your approval of this order under the provisions of ORS-300 is requested.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosure

DHP:lmr

RECEIVED
JUL 21 1957

FILED
I-62 (11)
4711

Salem, Oregon
July 22, 1957

Mr. J. W. DeSouza, Chief
P.U.C. & R.R. Section
Department

Rearrangement of Bonneville
Power Administration facilities -
Meacham-Glover Section
Contract No. 4969

Referring to the matter of rearrangement of Bonneville Power Administration facilities on the Meacham-Glover Section, Contract No. 4969, it would appear that we should immediately notify the Bonneville people that they should proceed with the rearrangement of their facilities. I note that their present estimate of cost is \$43,550, compared to our original guess of \$5,000; however, the Construction Division assures me that there is no alternative; therefore, will you please notify them to proceed.

Forrest Cooper
Deputy State Highway Engineer

FC:mo

cc Mr. W. C. Williams
Mr. Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 15, 1957

SUBJECT: Meacham-Glover Section
Bonneville Power Line
Moving - Hwy US 30
Station 251

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

A conference was held on July 9, 1957 with Mr. Belcher and Mr. Meiser of Bonneville Power on estimates of moving above named line for our four lane construction.

On March 15, 1956 we received an estimate from Mr. Farr of Bonneville quoting a price of \$12,600 for this work. The present estimate for this revision is \$40,000.

The reason given for this big discrepancy in the estimates was due to the fact that maps furnished to them by us did not show a gas line in this area and they did not take time to make a field check before giving us the estimate.

The original plan was to use one of the wood pole structures and guy it heavily to take the additional strain due to the increased length of span.

Under their present standards they cannot reconstruct within 100 feet of a pipe line. This requires a much longer span and requires steel towers instead of wood pole structures.

After my discussion with them I am sure they are not trying to stick us but that an honest mistake was made and I would recommend that the work be authorized as per their present plan and estimate.

Tom Edwards
Construction Engineer

By

D. J. Barbee
D. J. Barbee
Ass't Construction Engineer

DJB:jc



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 31, 1957

SUBJECT: Meacham-Glover Section
Old Oregon Trail Highway
Contract No. 4969

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith a letter from the Bonneville Power Administration regarding the adjustment of their facilities to accommodate the four-lane grading on the subject named section and contract.

Mr. DeSouza wrote them a letter May 13th, a copy of which is enclosed, delineating the work necessary to clear our highway. The Bonneville Power Administration's letter in answer, details the work necessary to accomplish the purpose and gives an estimate of cost for the readjustment of their facilities at two locations. This estimate is \$43,550. They also state that they will proceed with the preparation of the trust agreement and will forward it for execution as soon as we approve their estimate of cost. I wish to point out that we have no way of checking this estimate of cost and in the past we have approved their estimates as submitted from the field and later substantiated them by detailed billings.

It is therefore, my recommendation that approval shall be given the Bonneville Power Administration on this basis in the interest of expediting the moving of these lines. I call your attention to the fact that they say that it will be some eight months after the trust agreement is executed before this adjustment can be completed. We should, therefore, expedite our end of it as rapidly as possible.

Tom Edwards
Construction Engineer

By *L. H. Young*
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc J. W. DeSouza
R. L. Porter

NOTED
FORREST COOPER





UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

RECEIVED
DIVISION

May 27, 1957

Subject: Meacham-Glover Section
Old Oregon Trail Highway
Umatilla and Union Counties

Mr. L. H. Young
Assistant Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Young:

Reference is made to letter from Mr. J. W. DeSouza dated May 13 concerning relocation of the Administration's facilities to accommodate the subject highway project.

The trust agreement referred to in Mr. DeSouza's letter covered relocation work required to accommodate the two-lane highway. Our engineers have reviewed the construction plans for the four-lane highway submitted by Mr. Curtis H. Baker on May 2, 1957, and find that more extensive line reconstruction will be necessary for this project.

The first crossing involved is in Miles 30 and 31 on the transmission line. A field examination of this crossing indicates that in order to provide the necessary clearance we must:

1. Add one side guy to structure 30/8
2. Remove structures 30/10, 30/11, 31/1 and 31/2
3. Convert structure 30/9 from type A1 to type TE
4. Convert structure 31/3 from type A2 to type B
5. Install two new type 2P single circuit steel towers north of the present line location.

Preliminary drawings TD-597-D and TD-604-D have been prepared to show the proposed changes and one print of each is enclosed. It is estimated this work will cost about \$40,100.

The second crossing is in Mile 34. Mr. DeSouza's letter indicates that this crossing would be satisfactory if one guy were removed from structure 34/6. We can remove this guy temporarily to permit highway construction to proceed; however,

experience indicates that transmission structures should be placed well back from a high speed traveled way, and in view of this we must replace structure 34/6 with a taller structure of the same type. Preliminary drawing TD-610-D, one copy of which is enclosed, indicates the proposed relocation of this structure. You will note that we have relocated it as far back from the traveled way as we can and still keep the cost reasonable. The estimated cost of this work is \$3,450. These changes are recommended without the benefit of field examination of the crossing.

We are also enclosing a breakdown of the above costs as requested.

Mr. DeSouza stated that bids were to be received on May 17, 1957. As you know we can not undertake any work or order materials until the trust agreement is executed and the money deposited. It will be necessary to purchase steel towers for the changes required in Miles 30 and 31 and it will take a minimum of eight months after receiving the executed trust agreement to secure these materials and complete construction. Therefore, it will be some time before this work can be accomplished.

In order to expedite the work, we will proceed with the preparation of the trust agreement so that we can forward it to you for execution as soon as we receive your approval of the estimated cost which will total \$43,550.

Very truly yours,

John D. Curran
Acting Chief, Branch of Land

Enclosures

cc: J. W. DeSouza, Assistant Counsel
J. H. Hiatt, Resident Engineer, w/drawings

PENDLETON-LA GRANDE 230 KV LINE

The following is a breakdown of the cost estimates covering line changes in miles 30, 31 and 34 of the Pendleton-La Grande 230 kv line to accommodate highway construction.

	<u>T-1214-I</u> <u>Miles 30 & 31</u>	<u>T-1214-J</u> <u>Mile 34</u>
Survey	\$ 1,400	\$ 25
Design	500	150
Material	22,400	1,500
Land	1,200	
Clearing	500	
Construction	12,300	1,400
Removal	4,000	600
Admin. Overhead	4,200	375
Salvage Credit	<u>6,400</u>	<u>600</u>
Total	\$40,100	\$3,450
Total both crossings \$43,550		

A black and white photograph showing the dome and wings of the U.S. Capitol building. The dome is the central focus, with the wings extending outwards. The image is somewhat grainy and has a high-contrast, almost graphic quality.

May 13, 1957

Re: Bonneville Power Administration
Power Line Adjustment
Meacham-Hlover Section
Old Oregon Trail Highway
Umatilla and Union Counties

Mails on the above titled project will be received on May 17, 1957, and it appears that your facilities at two highway crossings must be adjusted to accommodate the highway construction. One of these crossings is given as being located at Highway Engineer's Station 250+00 and involves your structure No. PK 30/11. I believe this to be at the same location as was covered by Trust Agreement, your File 14-03-001-12031, executed October 12, 1955.

It will be the obligation of the Highway Commission to compensate you for the necessary adjustments and I assume that you will want to handle the work by the usual form of trust agreement. Whether you want one agreement to apply to both of the locations, or whether you prefer separate agreements for each of the locations, is left to your selection.

Very truly yours,

NOTED
L. H. Young

JUL 1952

cc: Mr. L. H. Young, Mr. Forrest Cooper, Mr. A. F. Parson, Mr. J. C. Hiatt
Mr. R. L. Porter & File No. 24091

RECEIVED
JUL 24 1957

FOR FILING

I-62(11)

4969

July 22, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties, Contract No. 4969, in connection with Federal Aid Project No. I-62(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:ia

RECEIVED
JUL 23 1957

FOR FILING

FORM E-30X-27,500-8-56-26003

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

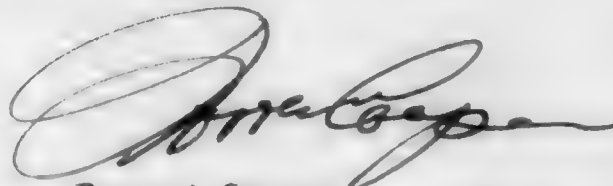
July 22, 1957

To:

Mr. J. W. DeSousa, Chief
P.U.C. & R.R. Section
Department

SUBJECT: Rearrangement of Bonneville
Power Administration facilities -
Meacham-Glover Section
Contract No. 4969

Referring to the matter of rearrangement of Bonneville Power Administration facilities on the Meacham-Glover Section, Contract No. 4969, it would appear that we should immediately notify the Bonneville people that they should proceed with the rearrangement of their facilities. I note that their present estimate of cost is \$43,550, compared to our original guess of \$5,000; however, the Construction Division assures me that there is no alternative; therefore, will you please notify them to proceed.



Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
JUL 24 1957

FOR FILING

T-62112

4117

July 22, 1957

Mr. C. G. Volk
Division Engineer
Bureau of Public Works
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Book No. 225-238 covering seeding and mulching on the Neenah-River portion of the Old Oregon Trail Highway in Umatilla and Union Counties, Contract No. 4909, in connection with Federal Aid Project No. 1-12(11).

This work is necessary to prevent erosion on cut and fill slopes. The contractor is not equipped to do the work. The state has the special equipment, operated by experienced crews, to do the work much more economically than by contract. Your approval of this order on agreed unit prices is requested.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Herbert Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUN 25 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 25, 1957

Pacific Northwest Pipeline Company
P.O. Box 1526
Salt Lake City, Utah

Attention: Mr. Morris C. Foster

Re: Pacific Northwest Pipeline Company
Gas Pipeline Adjustment
Neacham-Glover Section
Old Oregon Trail Highway
Umatilla and Union Counties
File No. 22786
Your Line No. 101-12
R/W No. 7-30-614

Dear Mr. Foster:

Receipt is acknowledged of your letter of the 19th with reference to the above entitled matter.

The certificates of insurance attached to your letter are being referred to Mr. R. B. Sipprell, attention of Mr. F. W. Farrar.

In response to the last paragraph of your letter, I do not see how the Highway Commission would be justified in bearing the expense of the readjustment of your facility. In our settlement with Pendleton Ranches, Inc., we had no notice that the property acquired was burdened with an easement for an underground pipeline. If we had so known, the negotiated price would have been less than was actually paid. It unquestionably is an unfortunate situation, but we cannot see why the Highway Commission should be expected to bear the brunt of the loss.

Very truly yours,

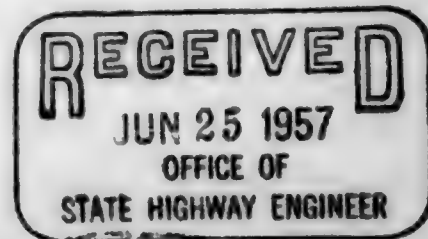
J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. F. Parson
Mr. F. W. Farrar
File No. 22786

NOTED
FORREST COOPER

NOTED
FORREST COOPER



RECEIVED
MAY 21 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

FOR FILING

I-62(11)



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

4469

May 28, 1957

Pacific Northwest Pipeline Company
P.O. Box 1526
Salt Lake City, Utah

Attention: Mr. Morris C. Foster

Re: Pacific Northwest Pipeline Company
Gas Pipeline Adjustment
Neachaw-Glover Section
Old Oregon Trail Highway
Umatilla and Union Counties
Your Line No. 101-12
R/W No. 7-30-614

Dear Mr. Foster:

Receipt is acknowledged of your letter of the 27th, with reference to the above entitled matter, and I wish to express the appreciation of this Department for the spirit of cooperation which you are showing.

I am advised by Mr. F. W. Farrar that a communication was sent to you on May 23 with a carbon copy to Mr. J. C. Hiatt, Resident Engineer, so that when you get in touch with him he can give full details and forms for application for the issuance of the permit which you desire.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. P. Parson
Mr. F. W. Farrar

NOTED
FORREST COOPER



RECEIVED
MAY 21 1957

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAYCHAS. H. REYNOLDS, MEMBER
LA GRANDEM. K. MCIVER, MEMBER
PORTLANDSTATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 23, 1957

Pacific Northwest Pipeline Company
P. O. Box 1526
Salt Lake City, Utah

Gentlemen:

On May 22, 1957, our Assistant Counsel, Mr. J. D. DeSouza wrote you concerning the need for adjusting your pipe line facilities across a parcel of State Highway right of way lying in the SE $\frac{1}{4}$, SW $\frac{1}{4}$ of Section 31, T. 1 S., R. 36 E., W. M., in Umatilla County, Oregon.

Your pipe line crosses this parcel of land, which was acquired by deed on November 3, 1955, without any permit of record with the State Highway Department. It would be appreciated if you would make application for a permit across this parcel at this time in order that the adjusted pipe line may be under permit.

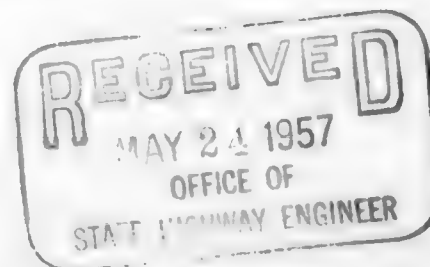
Our Resident Engineer, Mr. J. C. Hiatt, located at LaGrande, Oregon, will be advised of the need for this permit and will have the necessary forms ready to assist you in preparing it.

Please be advised that under our regulations established in May, 1956, it will be necessary for you to post a bond in an amount sufficient to guarantee relocation, reconstruction or removal of the pipe line if needed, and public liability insurance in the amounts of \$100,000/200,000 bodily injury and \$50,000 property damage, covering the operation of constructing the crossing. A bond for \$50,000 will be required to cover your facilities. We are enclosing a copy of the bond furnished by the Portland Gas & Coke Company, to illustrate the form of bond required. Bond and evidence of insurance must be filed in this office before construction of the crossing is started.

Very truly yours,

R. B. Sipprell
Director of Permits

By

F. W. Farrar
Asst. Director of PermitsFWF:go
Encl.cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. J. C. HiattNOTED
FORREST COOPER

RECEIVED
MAY 9 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

FOR FILING



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-62(11)

4969

May 22, 1957

Pacific Northwest Pipeline Company
P.O. Box 1526
Salt Lake City, Utah

Re: Pacific Northwest Pipeline Company
Gas Pipeline Adjustment
Neachan-Glover Section
Old Oregon Trail Highway
Umatilla and Union Counties

Gentlemen:

Bids on the above titled project were received on May 17, 1957 and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. This involves the extension of a casing to protect your gas pipeline under a leg of the Kamela interchange on the northeasterly side of the highway near Station 150.

The parcel of land on which the gas pipeline is located is described as follows:

Parcel 3

A parcel of land lying in the Southeast quarter of the Southwest quarter (SE 1/4 SW 1/4) of Section 31, Township 1 South, Range 36 East, W.M., Umatilla County, Oregon, the said parcel being described as follows:

Beginning on the Northeasterly line of Parcel #1 at a point 125 feet Northeasterly from, and opposite, Engineer's center line Station 158+50 on the relocated center line of the Old Oregon Trail Highway, said point being 49 feet South and 3029 feet West of the Southeast corner of said Section 31; thence North 39° 09' West parallel to and 125 feet distant from said center line, 965.57 feet; thence North 80° 51' East 482.79 feet; thence South 9° 09' East 836.21 feet to the point of beginning.

The parcel of land to which this description applies contains 4.63 acres.

E D
FORREST COOPER

This tract was acquired by deed from Pendleton Ranches, Inc., under date of November 3, 1955, and recorded November 22, 1955, in Book 229, page 689, of the Umatilla County Record of Deeds.

Pacific Northwest Pipeline Company -2-

May 22, 1957

Our Policy of Title Insurance, issued November 23, 1955, does not show any easement or other rights in Pacific Northwest Pipeline Company nor does a recent re-examination of the records show the existence of any such rights.

Further information is to the effect that no permit has ever been issued to you, by the Highway Commission, authorizing the placing of the pipeline on State property, although I am advised that this line was laid during 1956.

In view of the fact that the pipeline occupies public property, it will be your obligation to make the necessary adjustment without reimbursement, and, it is requested that you proceed with the work as promptly as possible.

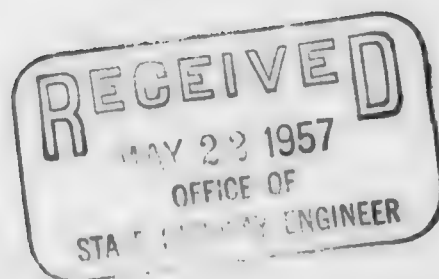
Further details may be secured from Mr. J. C. Hiatt, Resident Engineer, LaGrande, Oregon.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. F. Parson
Mr. F. W. Farrar



RECEIVED
JUN 20 1957

FOR FILING

4967

May 21, 1957

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 accepted your proposal for grading the Meacham-Clover Section of the Old Oregon Trail Highway in Umatilla and Union Counties for the sum of \$492,328.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions have been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4967.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED

J. Mc C.

RECEIVED
MAY 22 1957COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAYCHAS. H. REYNOLDS, MEMBER
LA GRANGEM. K. MCIVER, MEMBER
PORTLANDFOR FILING
I-62 (11)STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 21, 1957

Salt Lake Pipe Line Company
P.O. Box 117
Salt Lake City, UtahRe: Salt Lake Pipe Line Company
Pipe Line Adjustment
Coachman-Glover Section
Old Oregon Trail Highway
Wasilla County

Gentlemen:

Bids on the above titled project were received on May 17, 1957 and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. Your pipe line is crossed by three legs of the Kamela interchange (all in fill) and by a channel change within the highway interchange. The existing line is on the northeasterly side of the highway near Highway Engineer's Station 130 (your pipe line Station 26,615) and was placed on private property under the terms of an easement recorded in Book 145, page 457, of the Wasilla County records. It will be necessary to provide a casing for the pipe under the proposed fills, and possibly to lower the line under the channel change.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. J. C. Hiatt, Resident Engineer, LaGrande, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Hiatt.

A copy of this letter is being given to Mr. R. L. Porter, Right of Way Engineer, for his further attention regarding exchange of easements.

Very truly yours,

JWD:RM

cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. J. C. Hiatt
Mr. F. W. FarrarJ. W. DeSOUZA
Assistant Counsel

RECEIVED
MAY 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
FORREST COOPER

RECEIVED
MAY 22 1957

BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

E-62 (111)

4969



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 21, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Co.
Telephone Line Adjustment
Beacham-Glover Section
Old Oregon Trail Highway
Umatilla and Union Counties

Gentlemen:

Bids on the above titled project were received on May 17, 1957 and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This work involves the adjustment of the crossing at Highway Engineer's Station 405+67 (near the Glover Overcrossing) to accommodate one leg of the proposed Glover interchange. It appears that your existing facility has been placed on State right of way under the terms of Permit No. 4766, dated February 20, 1956, so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. J. C. Hiatt, Resident Engineer on the project, with headquarters at LaGrande.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. F. Parson
Mr. J. C. Hiatt
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
MAY 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1957

FOR FILING

OREGON DISTRICT

I-62(11)
4969

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

438 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

May 21, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-62(11), Meacham-Glover Section of the Old Oregon Trail in Umatilla and Union Counties, we hereby concur as of this date in award of Contract No. 4969 to Rogers Construction Co., Inc., of Portland, Oregon, low bidder in the amount of \$492,328.00 at the May 17, 1957 bid opening.

Very truly yours,

C. G. Folk
C. G. FOLK
Division Engineer

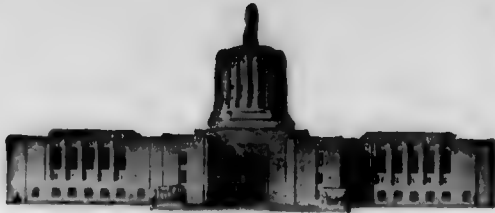
LP

RECEIVED
MAY 11 1957

COMMISSIONER
BEN N. CHANDLER, CHAIRMAN
COOS BAY

SHAS W. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 13, 1957

4469
Bonneville Power Administration
1001 N.E. Lloyd
P.O. Box 3537
Portland 8, Oregon

Re: Bonneville Power Administration
Power Line Adjustment
Meacham-Glover Section
Old Oregon Trail Highway
Wasilla and Union Counties

Gentlemen:

Plans on the above titled project will be received on May 17, 1957, and it appears that your facilities at two highway crossings must be adjusted to accommodate the highway construction. One of these crossings is given as being located at Highway Engineer's Station 250+00 and involves your structure No. PLG 30/11. I believe this to be at the same location as was covered by Trust Agreement, your File 14-03-001-12031, executed October 12, 1955.

The other crossing is located at or near Highway Engineer's Station 430+00, and I am advised that the work will involve only one guy line of your tower PLG 34/6.

It will be the obligation of the Highway Commission to compensate you for the necessary adjustments and I assume that you will want to handle the work by the usual form of trust agreement. Whether you want one agreement to apply to both of the locations, or whether you prefer separate agreements for each of the locations, is left to your selection.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it will be necessary that we have estimates of the cost of the work at each location. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. These estimates should be sent to Mr. L. H. Young, Assistant Construction Engineer, State Highway Building, Salem, along with your trust agreement or agreements. Your final billing for the work also should be forwarded to Mr. Young.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young, Mr. Forrest Cooper, Mr. A. F. Parson, Mr. J. C. Hiatt
Mr. R. L. Porter & File No. 21-091



RECEIVED
MAY 11 1957
COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, JR., CLERK
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

4167



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 13, 1957

Donneville Power Administration
1001 W. W. Lloyd
P.O. Box 3537
Portland 8, Oregon

Re: Donneville Power Administration
Power Line Adjustment
Meacham-Glover Section
Old Oregon Trail Highway
Grantville and Union Court

Gentlemen:

Bids on the above titled project will be received on May 17, 1957, and it appears that your facilities at two highway crossings must be adjusted to accommodate the highway construction. One of these crossings is given as being located at Highway Engineer's Station 250+00 and involves your structure No. PLG 30/11. I believe this to be at the same location as was covered by Trust Agreement, your File 14-03-001-12031, executed October 12, 1955.

The other crossing is located at or near Highway Engineer's Station 430+00, and I am advised that the work will involve only one guy line of your tower PLG 34/6.

It will be the obligation of the Highway Commission to compensate you for the necessary adjustments and I assume that you will want to handle the work by the usual form of trust agreement. Whether you want one agreement to apply to both of the locations, or whether you prefer separate agreements for each of the locations, is left to your selection.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it will be necessary that we have estimates of the cost of the work at each location. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. These estimates should be sent to Mr. L. H. Young, Assistant Construction Engineer, State Highway Building, Salem, along with your trust agreement or agreements. Your final billing for the work also should be forwarded to Mr. Young.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:BN
cc: Mr. L. H. Young, Mr. Forrest Cooper, Mr. A. F. Parson, Mr. J. C. Hiatt
Mr. E. L. Porter & File No. 24091

RECEIVED
MAY 14 1957
OFFICE OF
FORREST STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1957

FOR FILING

562(11)

44964

note

Salem, Oregon
April 15, 1957

Mecham-Glover Section
US 30

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add \$14,600 to the authorization for the subject job to cover 115 acres of seeding and refertilization and approximately 27 acres of mulching to control erosion. These total figures include the interchanges at Kamala and Glover.

It is anticipated that the work will be accomplished by state forces using mechanized seeding and mulching equipment under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. H. Astrup

RECEIVED
MAR 15 1957

FOR FILING

I-6200
4962

Salem, Oregon
March 13, 1957

State of present route
Heacham-Glover, U.S. 30

Mr. Tom Edwards
Construction Engineer
Department

This is written to clarify the status of the present route of US30 from Heacham to Glover. The matter was discussed with Mr. Williams this date, and it is his thinking that the road will have to remain part of the state highway system (secondary), but that the maintenance could be reduced to a minimum and no attempt be made at snow removal during the winter. The Kamela interchange should be constructed, with a low-standard connection constructed to Kamela. It will probably be necessary to plow this spur.

Please proceed along these lines.

Forrest Cooper
Deputy State Highway Engineer

FC:am

cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. E. A. Collier
Mr. Clarence Jensen

S-94(2) Rock Cr. and Gate Cr. 1957
Sections

RECEIVED
APR 22 1958

FOR FILING

S. 941 (C)
497

*action
card*

Apr. 18, 1958

Hon. Mark O. Hatfield
Secretary of State
State Capitol Bldg.
Salem, Oregon

Attention: Geo. C. Stephens, Clerk
Records Division

Dear Sir:

Thank you for your letter of April 14, to which was attached a copy of a notice of satisfaction for claim signed by Dorothy York for the Tygh Valley Motel stating that Hodges and Barger and Robert Kyle had paid their bill in the sum of \$102.50.

This was in connection with our Contract No. 4970, your file No. 3604.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:AM

NOTED ON CARD

lms



STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

April 8, 1958

Tygh Valley Motel
Tygh Valley, Oregon

Attn: Dorothy York

Gentlemen:

We have received and filed as of today your notice of claim for lodging in the sum of \$102.50 against the bond taken from Maryland Casualty Co. surety, for the work of Hodges & Barger and Robert Kyle on contract No. 4970 for the work on the Rock Creek and Gate Creek Section of Wasco County Road, our file No. 3604.

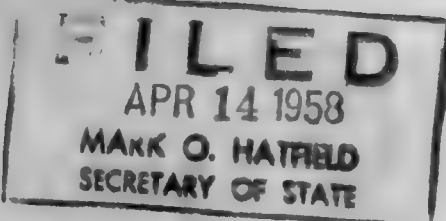
Sincerely,

MARK O. HATFIELD
Secretary of State

By

Ger. Stephens

Clerk
Records Division



GS:m

Dear Sirs

The wish to report that we received a check from Mr. Hodges on April 9, 1958, paying the bill in full. Thank you for your cooperation.

*Sincerely
Dorothy York*

RECEIVED
APR 22 1958

FOR FILING

19-21
4470

Apr. 18, 1958

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

A note has been received from Tygh Valley Motel, signed by Dorothy York, stating that the Motel's claim in the amount of \$102.50 against Hodges and Barger and Robert Kyle has been paid in full.

This claim was filed in connection with Contract No. 4970 for work on the Rock Creek and Oate Creek Section of Wasco County Road PAS 311.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Seth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

Hodges & Barger & Robert Kyle
817 W. 11th
The Dalles, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

cm

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Apr. 4, 1958

Tygh Valley Motel
Tygh Valley
Oregon

Contract 4970

Attention: Mr. Thomas G. York

Dear Sir:

This is to acknowledge your letter of March 28 in which you state that you have a claim in the amount of \$102.50 against Hodges & Barger & Robert Kyle for lodging furnished in connection with bridge, grading and culvert work on the Rock Creek and Gate Creek Section of FAS 311, Wasco County Road.

The Contract was completed Nov. 11, 1957, accepted by the Commission on Dec. 5, 1957, and final payment mailed to the contractor on March 26, 1958.

The Maryland Casualty Company, through Seth Leavens Agency, Jackson Tower, 806 S. W. Broadway, Portland, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it. If you wish to protect your claim for a period longer than six months following acceptance of the contract, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedure for such filing.

In the meantime, the claim will be noted on our records and we will advise the surety that it has been received.

Very truly yours,

W. C. Williams
Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

REFERRED TO
Glaisy
BY SECRETARY

*prepare usual letter
record on card*

Attach.

*Dear Sir: We finally received our money paying the
bill in full on April 9. Thank you so much
for your cooperation in this matter*

*Sincerely -
Thomas G. York*

RECEIVED
APR 16 1958

FOR FILING

S-94(2)
4970

April 9, 1958

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton

Gentlemen:

Attached is a copy of a claim in the sum of \$102.50 which has been filed with the Secretary of State by Tygh Valley Motel, Dorothy York, Owner, for lodging furnished in connection with our contract No. 4970 awarded to Hodges & Barger and Robert Kyle for work on the Rock Creek and Gate Creek Section of Wasco County Road, FAS 311.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Beth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

Hodges & Barger and Robert Kyle
817 W. 11th
The Dalles, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

Chas

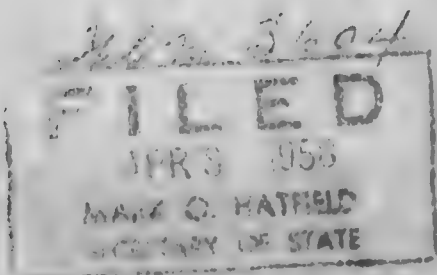
Tygh Valley Motel
Tygh Valley Oregon
April 14, 1958

Secretary of State
Salem, Oregon

"To Secretary of State"

"Notice is hereby given that the undersigned,
Tygh Valley Motel, has a claim for lodging
in the sum of \$103.50 against the bond
taken from Mayland Casualty Co. through
Jeth Hovens Agency, Jackson Tower,
806 S W Broadway, Portland, for the
work of Hodges & Barger and Robert
Kyle, on contract No. 4970 for work
on the Rock Creek and Gate Creek
sections of Wasco County Road."

Tygh Valley Motel
By Dorothy York (owner)



NOTED ON CARD

one

Tygh Valley Motel
Tygh Valley, Oregon
March 28, 1958

Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Sirs:

"To Oregon State Highway Department:

"Notice hereby is given that the undersigned, Tygh Valley Motel, has a claim for lodging in the sum of \$102.50 against the bond taken from Maryland Casualty Co. through Seth Leavens Agency, Jackson Tower, 806 S. W. Broadway, Portland, for the work of Hodges & Barger and Robert Kyle, on contract No. 4970 for work on the Rock Creek and Gate Creek Section of Wasco County Road."

TYGH VALLEY MOTEL

Thomas E. York
Secretary

REFERRED TO
GENERAL
BY SECRETARY
upon usual letter
read a card
MS

Final Paid on Voucher #6332. on 3-26-58. \$5327.89

Warrant mailed 3/26/58 for \$5327.89

Recd. 4-1-58
MS

NOTED ON CARD

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

FOR FILING

March 26, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4970

6 Final

(VOUCHER NO.)

(WARRANT NO.)

Hodges & Barger & Robert Kyle

(AMOUNT)

(DATE)

6332

H208142

\$ 5,327.89

3-26-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from 6-2-57

Time Extensions: None

Completion Date: Nov. 11, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: Claim by W. W. Ross for grading, \$3,260.00, and Maynard C. Kinsey for 13½ hrs. at \$10 hr. for cat and denser work.

Remarks:

Date: Mar. 26, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 26 1958

SPU.

FILED ON CARD

SPU

RECEIVED
MAR 17 1958

FOR FILING

4970

Mar. 14, 1958

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4970 for bridge, grading and culvert on the Rock Creek and Gate Creek Sections of County Road FAS 311 in Wasco County was completed by the contractor, Hodges & Barger & Robert Kyle, on Nov. 11, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of \$5,327.89, will be released to the contractor on or after Mar. 24, 1958. The total contract amount is \$51,209.51, and no force account work was performed on the project.

There are claims filed against this project, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Seth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

NOTED ON CARD

Am

RECEIVED
JAN 1 - 1958

MARYLAND CASUALTY COMPANY

WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT

BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

FOR FILING

H. G. LEWIS, JR. MANAGER, CLAIM DIVISION
SURETY DEPARTMENT HENRY M. IRETON, MANAGER
4970

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

files

December 24, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Our claim #950-57-Con.
State of Oregon - Hodges & Barger, &
Robert Kyle, (contract 4970)

We have your letter of December 10, 1957,
relative to bill of Maynard Kinsey. We will discuss this
with our principal and suggest that if you find further con-
tact with us necessary, it will expedite matters if you will
contact Mr. John S. Hopkins, our manager of the Portland Claim
Division, Maryland Casualty Company, Equitable Building,
Portland 4, Oregon. ✓

Yours truly,

G. Price Hayden

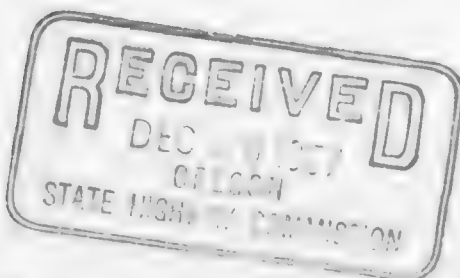
G. Price Hayden
Attorney

6

CC Portland Claim Division

NOTED
H. B. GLAISYER

NOTED



NOTED ON CARD

em

RECEIVED
DEC 11 1957

FOR FILING

4970

Dec. 10, 1957

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

We have received a letter from Maynard C. Kinsey, Box 51, Tualatin, Oregon, advising that Hodges & Barger and Robert Kyle owe them for out and downer work amounting to 13½ hrs. at \$10 per hr. This work appears to be on the Rock Creek and Gate Creek project in Wasco County.

This contract was awarded to Hodges & Barger and Robert Kyle under our Contract No. 4970.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

cc: Maryland Casualty Co.
Seth Leavens Agency
806 S. W. Broadway
Portland, Oregon

Hodges & Barger and Robert Kyle
817 W. 11th
The Dalles, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

CM

RECEIVED
DEC 11 1957

FOR FILING

Dec. 10, 1957

Mr. Maynard C. Kinsey
Box 51
Wasic, Oregon

Dear Mr. Kinsey:

This acknowledges your communication of December 3, 1957, advising us that Hodges, Barger, and Kile owe you 13½ hrs. at \$10 per hr. for cat and dozer work done on the Rock Creek and Gate Creek project. Our records indicate that this pertains to our Contract No. 4970, awarded to Hodges & Barger and Robert Kyle, The Dalles, for construction of the Rock Creek and Gate Creek project in Wasco County.

This job was completed November 11, 1957, and accepted by the State Highway Commission December 5, 1957. The Maryland Casualty Company, 806 S. W. Broadway, Portland, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred.

Should you feel it necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedure for such a filing.

We will advise Hodges & Barger and Robert Kile and the surety that your claim has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CW:em
attach.

NOTED ON CARD

[Signature]

Shame, Ore
Dec 3-57

NOTED ON CARD

J. H. Probert
Office Engineer
Oregon State Highway
Salem, Ore

Cont.

4970

Dear Sir;
I have a bill
against Hodges, Barger,
& Kile for Cat. work
done on the Gate &
Rock Creek Bridge project.

D. 4 Cat. & Dozer work

Nov 13 - 4 hrs @ \$10 an hr

Nov 14 - 7 hrs @ \$10 an hr

Nov 15 - 2 1/2 hrs @ \$10 an hr

13 1/2 hrs @ \$10 an hr

Maynard C. Kinzey

Shame, Ore

RECEIVED
DEC 6 1957

FOR FILING

*files
H. J. or H. J.*

December 4, 1957

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton
Manager, Claim Division

Gentlemen:

We have received a letter from Mr. W. W. Rose, Wamie, dated November 29, in which he states that Hodges & Barger and Robert Kyle owe him the sum of \$3,260.00 for grading work performed on an hourly basis on our Contract No. 4270 for a bridge, grading and culvert work on the Rock Creek and Gate Creek Section of FAS 311, a Wasco County road.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Beth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

Hodges & Barger & Robert Kyle
817 W. 11th
The Dalles, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

lmw

RECEIVED
DEC 6 1957

FOR FILING

4970

December 4, 1957

Mr. W. W. Ross
Wamic, Oregon

Dear Sir:

Your letter of November 29, addressed to Mr. S. H. Probert, concerning a claim you have against Hodges & Barger and Robert Kyle on our Contract No. 4970 for work on the Rock Creek and Gate Creek Section of a Wasco County road, has been referred to this office.

The contract was completed November 11, 1957, but has not yet been accepted by the Highway Commission. Final payment cannot be made until the contract has been accepted.

The Maryland Casualty Co., through Seth Leavens Agency, Jackson Tower, 806 S. W. Broadway, Portland, furnished the performance bond for this contract, which bond is provided to assure completion of the contract and payment of all bills incurred in it.

Because of a Supreme Court ruling of a year or so ago, the State no longer withholds payments to contractors unless requested to do so by the surety.

If you wish to protect your claim against the bond for a period longer than six months following completion and acceptance of the contract, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, your claim in the amount of \$3,260 will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

[Signature]

Wamee, Ore
Nov 29, 1957

Mr. S H Probert,
Office Engineer,
Oregon State Highway Dept.,
Salem, Oregon

Dear Sir,

In regard to the
contract awarded Hodges
Barger & Robert L Kyle in
Wasco county at Rock &
Gate Creek.

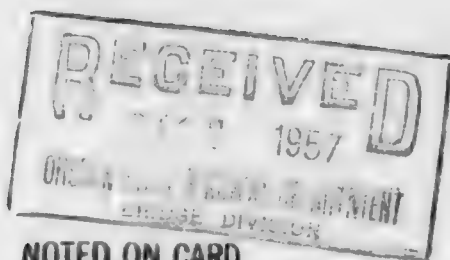
I did the grading
on an hourly basis
and finished on Nov 15.
Have been unable to
get my money for
Oct & Nov work.

Mr. Vernon E. Skull
Resident Engineer of

The Dalles advised
me to write you
and final payment
could be held until
my bill of \$326000
was paid.

Will you please
let me know if this
can be done?

Yours truly
H H Ross
Hanic, Ore.



NOTED ON CARD

Lm

RECEIVED
Monthly Transaction No.
SEP 1 - 1957
9-10

Form -2
(5-29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State
Oregon

County
Wasco

Project No.
S-94(2)

FOR FILING
Project Report No.

FEDERAL-AID PROJECT AGREEMENT

S-94(2) 3
The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Rock Creek section and Gate Creek Bridge section, approx. 3.5 miles and 4.8 miles, respectively, southwest of Wasco, (a County Road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4/24/57	0.5
Other (Specify)		

FUNDS

Estimated total cost of project
\$ 59,691.30

Federal funds
\$ 36,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By

Charles Reynolds

Chairman, State Highway Commission

(title)

By

Member, State Highway Commission

(title)

By

Member, State Highway Commission

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By

C. H. Folk

Division Engineer

Date executed by

Division Engineer **September 3, 1957**

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-94(2)

ROCK CREEK AND GATE CREEK SECTIONS OF THE

WAMIC ROAD IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 2, 1957

Type Code 0010

Roadway (Sta. 496+50 to Sta. 508+00) (Sta. 555+50 to Sta. 571+00)
(Contract No. 4970)

All Required	Clearing and Grubbing	\$	\$ 3,050.00
8,500 cu. yds.	General Excavation, Unclassified	1.75	14,875.00
70 lin. ft.	72-inch Corrugated Metal Pipe	37.00	2,590.00
	Subtotal		\$ 20,515.00
	10% Engr. & Cont.		2,051.50
	Total		\$ 22,566.50

Type Code X021

Gate Creek Bridge (Sta. 564+62 to Sta. 566+18) (Contract No. 4970)

350 cu. yds.	Structural Excavation	85.00	\$ 1,750.00
310 cu. yds.	Class "A" Concrete	70.00	21,700.00
70,000 lbs.	Metal Reinforcement	0.14	9,800.00
All Required	Removal of Old Bridge		500.00
	Subtotal		\$ 33,750.00
	10% Engr. & Cont.		3,375.00
	Total		\$ 37,125.00

Length of Roadway 0.482 Mile
Length of Structure 0.029 Mile
Total Length 0.511 Mile
Cost of Roadway Per Mi. \$46,818.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	\$22,566.50	\$13,950.00	\$ 4,308.25	\$ 4,308.25
Structure	37,125.00	22,950.00	7,087.50	7,087.50
	\$59,691.50	\$36,900.00	\$11,395.75	\$11,395.75

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;

Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Wasco County with the Highway Department.

RECEIVED
JUN 7 1957

FOR FILING

11978

June 7, 1957

Maryland Casualty Company
Seth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

Gentlemen:

In checking the bond for Contract 4970, awarded to Hodges & Barger and Robert Kyle for bridge, grading and culvert on County Road (FAS 311) on the Rock Creek and Gate Creek Section in Wasco County, we have been advised by the Insurance Commissioner that Mr. Winston C. Leavens, who signed as Attorney-in-Fact for Maryland Casualty Company, is limited to an amount of \$50,000.00. You may send us, if you wish, power of attorney properly signed, showing an amount for Mr. Leavens at least as large as Contract No. 4970, or if this is not feasible, please have the contract signed by an Attorney-in-Fact who has sufficient authorization from the Surety Company.

Please return both contracts to this office for further handling.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

Encl.

RECEIVED
JUN 27 1957

FOR FILING

May 23, 1957

Hodges & Barger, and
Robert Kyle
817 W. 11th Street
The Dalles, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your proposal for installing metal culvert at Rock Creek, constructing a reinforced concrete bridge at Gate Creek, and constructing highway roadbed on Wamic Road in Wasco County, for the sum of \$54,265, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4970.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd

cc - Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

RECEIVED
MAY 21 1957

FOR FILING

FORM 8-50H-57,500-2-55-11957

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 23, 1957

SUBJECT: Rock Creek & Gate Creek Section
FAS 311, Wasco County

To: Mr. P. M. Stephenson
OFFICE

We have received this date Wasco County's advance deposit in connection with the subject named project. This project is now clear for award of a contract.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: G. S. Paxson ✓
S. H. Probert

RECEIVED
MAY 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JUN 10 1957

FOR FILING

4778

Salem, Oregon
May 22, 1957

FAS Project Agreements
FAS 311, Wasco County

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Wasco County covering the Rock Creek and Gate Creek Sections of FAS 311 in Wasco County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Wasco County.

Secretary

rn
Attach: 5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 10, 1957

SUBJECT: FAS Project Agreements
FAS 311, Wasco County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Rock Creek and Gate Creek Sections of FAS 311 in Wasco County.

Three
~~Both~~ copies have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 8, 1956.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.
APPROVED
[Signature]
ASST. STATE HIGHWAY ENGINEER
Date *May 13, 1957*

AUTHORIZED BY HIGHWAY COMMISSION
DATE *11-8-56* Minute Page #9
[Signature]
Secretary

COMMISSIONERS:

JOHN C. VEATCH, CHAIRMAN, PORTLAND

ROBERT L. JONES, SEASIDE

O. H. JONES, SEASIDE

RECEIVED
MAY 23 1957

FOR FILING

14(2)
4770



STATE OF OREGON

FISH COMMISSION OF OREGON

307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE

PORTLAND 1

May 20, 1957

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Reference is made to your letter of May 3, 1957
involving an installation of a culvert and a channel
change on Gate Creek (Wasco County).

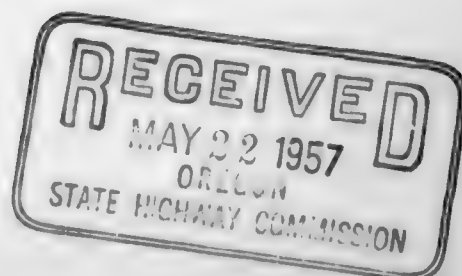
Thank you for the opportunity to review this proposed
project. Our biologists report no anadromous fish present
in this creek and therefore this office has no comment to
make at this time.

It is possible the Game Commission may have some
comment on this project.

Very truly yours,

John I. Hodges
JOHN I. HODGES
ACTING DIRECTOR

*Copy made
for Dean Swift, Bend
5-23-57*



RECEIVED
MAY 6 - 1957

FOR FILING

May 3, 1957

Fish Commission of Oregon
307 State Office Building
Portland, Oregon

Oregon State Game Commission
P. O. Box 4136
Portland 8, Oregon

Gentlemen:

The State Highway Commission will construct a project on a Wasco County road which will involve a channel change and a culvert at Gate Creek. I am attaching a print showing the location of this project and of the channel change and culvert.

You will note that the channel change is on a 0.2 percent grade with the culvert on a 0.0 percent grade and placed 6 inches below the flow line of the channel change. Our Resident Engineer on this project is Vernon Shull with headquarters at the highway station in The Dalles. If you care to make a inspection of the project, please contact him.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

OSP:ga

Attach.

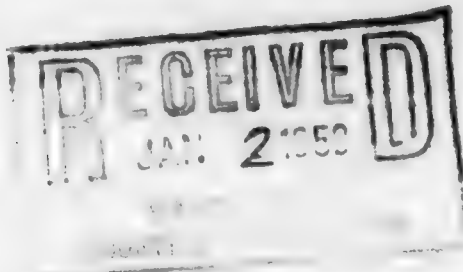
cc Mr. W. C. Williams
Mr. Vernon Shull

S-234(9) Knowles Cr. Bridges on
the Mapleton-Richardson 1957

INVOICE
Oregon State Highway Department
SALEM, OREGON

NOTED
John W. [unclear]

Lane County
Eugene, Oregon



Invoice No. 58813

Date 12/31/58

Your Req. No.

Billing Request No. 00-459

Credit Distribution 520-1030-897

Final billing: Emeline Creek Bridge (3) PAS 238, covered by agreement dated 5/17/57

Original advance deposit	\$30,800.00	
Less amount previously transferred	<u>24,800.00</u>	
Balance advance deposit		\$6,000.00
County share of total costs as per attached statement	\$28,907.38	
Less amount previously transferred	<u>24,800.00</u>	
Balance		<u>4,107.38</u>
To be refunded		1,892.62

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$.....

By
[Signature]

OREGON STATE HIGHWAY DEPARTMENT

COMPLETED 5/20/58

ITEMIZED STATEMENT OF FINAL COSTS

County Lane Contract No. 6971 Date 12/31/58
 FAS 238 Section Knowles Creek Bridge (1)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.				\$138,743.12
Construction Engineering.				1,217.24
TOTAL COST SECTION WORK.				\$139,960.36
PERCENT FUND COLLECTED FOR PAYMENT.				\$ 28,000.00

ADDED COUNTY SHARE OF TOTAL COST

(10% of difference between total cost and 100% (100% - 90%))

(\$139,960.36 - \$28,000.00) x 10% = \$11,196.04

County Advance Deposit. \$10,000.00

Less County Share. (\$11,196.04)

PAID TO COUNTY. \$ 1,803.96

RECEIVED
JUL 8 - 1958

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 2, 1958

FOR FILING

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1971
(VOUCHER NO.)

9 Final
(WARRANT NO.)

Tom Lillebo Construction Co.
(AMOUNT) (DATE)

14672

H216318

\$ 12,098.23

7-2-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **240 workdays from 6-2-57**

Time Extensions: **None**

Completion Date: **May 20, 1958**

Date Accepted: **June 19, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **July 3, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 3, 1958
GRW

NOTED ON CARD
CM

RECEIVED
JUN 24 1958

FOR FILING

4471

June 23, 1958

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4971 for Knowles Creek Bridges on the Mapleton-Richardson County Road in Lane County was completed by the Contractor, Tom Lillebo Construction Co., on May 20, 1958, and was formally accepted by the Highway Commission on June 19, 1958.

Final payment in the amount of \$12,098.23 will be released to the contractor, on or after July 3, 1958. The total contract amount is \$138,543.12, of which amount \$3,542.28 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

[Signature]

RECEIVED Monthly Transaction No. <u>1957</u> 9-7		Form -2 (5-29-57)		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		State Oregon			
Project Report No. <u>121123</u>		FEDERAL-AID PROJECT AGREEMENT 9-3-57				County Lane Project No. 8-234(9)			
4971 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.									
Project termini Knowles Creek Bridges approx. 1.2, 1.4 and 1.6 miles easterly from junction of FAS 238 with FAP Rte. 25 at Mapleton (a county road).									
Project classification or class of work						Effective date of authorization		Approximate length	
Highway planning									
Preliminary engineering									
Rights-of-Way									
Construction						2/7/57		0.1	
Other (Specify)									
FUNDS									
Estimated total cost of project \$ 150,689.00					Federal funds \$ 93,300.00				
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.									
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department)					U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS				
By <u>Charles Reynolds</u> Chairman, State Highway Commission (title)					By <u>C. J. Polk</u> Division Engineer				
By _____ Member, State Highway Commission (title)					Date executed by Division Engineer <u>September 3, 1957</u>				
By <u>[Signature]</u> Member, State Highway Commission (title)					<u>[Signature]</u>				

Oregon State Highway Department

Federal Aid Project
No. 2-234(9)KNOWLES CREEK BRIDGES ON THEMAPLETON - RICHARDSON ROAD IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 2, 1957

Type Code X021Bridge No. 14378-A (Sta. 63+84.85 to 64+28) (Contract No. 4971)

All Required	Remove Old Bridge Sta. 64+56	\$	\$ 1,300.00
275 cu. yds.	Structural Excavation	6.00	1,650.00
240 cu. yds.	Furnish Steel Bearing Piles	4.70	1,128.00
8 only	Drive Piles	75.00	600.00
310 cu. yds.	Class "A" Concrete	67.00	20,770.00
79,000 lbs.	Metal Reinforcement	0.125	9,875.00
90 lin. ft.	8" Metal Drain Pipe	4.00	120.00
			<u>\$ 35,443.00</u>

Type Code X021Bridge No. 14379-A (Sta. 73+11 to 74+74) (Contract No. 4971)

All Required	Remove Old Bridge, Sta. 73+92.5	\$	\$ 1,500.00
200 cu. yds.	Structural Excavation	7.00	1,400.00
200 cu. yds.	Furnish Steel Bearing Piles	4.70	940.00
6 only	Drive Piles	80.00	480.00
390 cu. yds.	Class "A" Concrete	66.00	25,740.00
79,000 lbs.	Metal Reinforcement	0.125	9,875.00
20 lin. ft.	8" Metal Drain Pipe	4.00	80.00
			<u>\$ 40,015.00</u>

Type Code X021Bridge No. 14380-A (Sta. 84+93 to 87+35.83) (Contract No. 4971)

All Required	Remove Old Bridge, Sta. 86+15	\$	\$ 2,100.00
200 cu. yds.	Structural Excavation	7.00	1,400.00
360 lin. ft.	Furnish Steel Bearing Piles	4.70	1,692.00
12 only	Drive Piles	75.00	900.00
580 cu. yds.	Class "A" Concrete	65.00	37,700.00
140,000 lbs.	Metal Reinforcement	0.125	17,500.00
60 lin. ft.	8" Metal Drain Pipe	4.00	240.00
			<u>\$ 61,532.00</u>
	Subtotal		136,990.00
	10% Engr. & Cont.		13,699.00
	Total		<u>\$150,689.00</u>

Length of 3 Bridges 0.104 Mile

Federal Funds.....	\$ 93,300.00
State Funds.....	28,694.50
County Funds.....	28,694.50
	<u>\$150,689.00</u>

Oregon State Highway Department

Federal Aid Project
No. S-234(9)WHEELER CREEK BRIDGES ON THEMAPLETON - RICHMOND ROAD IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 2, 1957

Type Code X021Bridge No. 14378-A (Sta. 63+84.85 to 65+28) (Contract No. 4971)

All Required	Remove Old Bridge Sta. 64+56	\$	\$ 1,300.00
275 cu. yds.	Structural Excavation	6.00	1,650.00
240 cu. yds.	Furnish Steel Bearing Piles	4.70	1,128.00
8 only	Drive Piles	75.00	600.00
310 cu. yds.	Class "A" Concrete	67.00	20,770.00
79,000 lbs.	Metal Reinforcement	0.125	9,875.00
30 lin. ft.	8" Metal Drain Pipe	4.00	120.00
			<u>\$ 35,443.00</u>

Type Code X021Bridge No. 14379-A (Sta. 73+11 to 74+74) (Contract No. 4971)

All Required	Remove Old Bridge, Sta. 73+92.5	\$	\$ 1,500.00
200 cu. yds.	Structural Excavation	7.00	1,400.00
200 cu. yds.	Furnish Steel Bearing Piles	4.70	940.00
6 only	Drive Piles	80.00	480.00
390 cu. yds.	Class "A" Concrete	66.00	25,740.00
79,000 lbs.	Metal Reinforcement	0.125	9,875.00
20 lin. ft.	8" Metal Drain Pipe	4.00	80.00
			<u>\$ 40,015.00</u>

Type Code X021Bridge No. 14380-A (Sta. 84+93 to 87+35.83) (Contract No. 4971)

All Required	Remove Old Bridge, Sta. 86+15	\$	\$ 2,100.00
200 cu. yds.	Structural Excavation	7.00	1,400.00
360 lin. ft.	Furnish Steel Bearing Piles	4.70	1,692.00
12 only	Drive Piles	75.00	900.00
580 cu. yds.	Class "A" Concrete	65.00	37,700.00
140,000 lbs.	Metal Reinforcement	0.125	17,500.00
60 lin. ft.	8" Metal Drain Pipe	4.00	240.00
			<u>\$ 61,532.00</u>

Subtotal	136,990.00
10% Engr. & Cont.	13,699.00
Total	<u>\$150,689.00</u>

Length of 3 Bridges 0.104 Mile

Federal Funds.....	\$ 93,300.00
State Funds.....	28,694.50
County Funds.....	28,694.50
	<u>\$150,689.00</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Lane County with the Highway
Department.

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

Invoice No. 50740

Date May 24, 1957

Your Req. No.

Billing Request No. cc 323

Credit distribution: 520-1030-297

Advance Deposit	30,800.00
Partial transfer county's share total costs.	<u>24,800.00</u>
Knowles Creek Bridges, FAS 238, covered by agreement dated May, 1957	
Contract No. 4971	
To be retained	\$6,000.00

RECEIVED
MAY 27 1957

NOTED
JUN 11 1957

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$ _____
By _____

RECEIVED
JUN 27 1957

FOR FILING

1-1-1 (1)
4971

May 23, 1957

Tom Lillebo Construction Company
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your proposal for constructing three reinforced concrete deck girder bridges over Knowles Creek in Lane County for the sum of \$136,990, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4971.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd

cc - J. H. Probert
Tom Edwards
F. M. Stephenson
R. G. Savage, SAC

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED

J. Mc G.

RECEIVED
JUN 19 1957

FOR FILING

4171

Salem, Oregon
May 23, 1957

FAS Project Agreement
FAS 238, Lane County

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Lane County covering the Knowl's Creek Bridges project on FAS 238 in Lane County.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Lane County Court.

Secretary

rn
Attach

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 10, 1957

SUBJECT: FAS Project Agreements
FAS 238, Lane County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Knowles Creek Bridges project on FAS 238 in Lane County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 27, 1956.

John D. Graham
John D. Graham

Office Engr., County and City Relations

JDG:mm

Att.

APPROVED

ASST. STATE HIGHWAY ENGINEER

Date May 13, 1957

AUTHORIZED BY HIGHWAY COMMISSION

DATE 9-27-56 Minute Page 39

Robertson
Secretary

LANE COUNTY
EUGENE, OREGON

PURCHASE ORDER

THIS ORDER NUMBER MUST APPEAR ON ALL IN-
VOICES, PACKAGES, BILLS OF LADING, COR-
RESPONDENCE, ETC.

ORDER NO. 17583

NOTED
Held 57 days

May 17,

IMPORTANT

TO:

State of Oregon
State Highway Department
Salem, Oregon

MAIL ALL INVOICES TO:
LANE COUNTY ROAD DEPT.
BOX 3156
EUGENE, OREGON

NOTED

Deliver To

Location

Vender No.	Invoice No.	Fund No.	Dept. No.	Date Required
		22	90	19

QUANTITY	UNIT	DESCRIPTION	ACCT. NO. CHARGED	UNIT PRICE	AMOUNT
		Bid received from Tom Lillebo of Reedsport for construction of three bridges over Knowles Creek on FAS 238	3150		
		Bid Items 136,990.00			
		12 1/2% Eng. & Cont 17,123.75			
		County Advance 30,800.00			30,800.00
		Warrant no. 15139 for \$30,800.00 to accty. 5-23-57 F. Quacy			
		NOTED C. G. CHURCH			
		NOTED			

Transportation charges if any, must be supported by Freight Bill. Do not include Federal Excise Tax on Transportation Tax.

I hereby certify that this order is authorized and approved, and conforms with the limitation of the Published Budget.

H. O. Walberg

Department Head

VENDOR'S COPY

Ralph Peterson
Kernith Nielsen

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 17, 1957

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
John F. Hagemann

Gentlemen:

On May 16th a satisfactory bid was received from Tom Lillebo of Reedsport for construction of three bridges over Knowles Creek on FAS 238. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	\$136,990.00
12-1/2% Eng'ring & Contingencies	17,123.75
Estimated Total Cost.....	\$154,113.75
County Advance Deposit of 20%...	\$ 30,800.00

Please make this deposit by a check or warrant in the amount of \$30,800 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Based on the above estimate there remains approximately \$280,000 (includes federal, state, and county funds) of FAS funds available for the Knowles Creek grading project. We would like to meet with representatives of the county and discuss this project at your convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

*Dep. Recd.
5/23/57
Cent. # 4971
520-1030*

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 1, 1957

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Knowles Creek Bridges on FAS 238 upon which bids will be received May 16th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$178,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than May 10th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
12/3/56

FAS 238, LANE COUNTY

KNOWLES CREEK BRIDGES (3)

These three bridges are over Knowles Creek and are located 1.2, 1.4, and 1.6 miles easterly from the junction of FAS 238 with FAP Route 25 at Mapleton.

Construct three reinforced concrete bridges 100', 152', and 240' in length and having a horizontal clearance of 26'. The project will be for the structures only. Lane County will construct road approaches as required without federal cooperation.

Funds:	Federal	\$ 90,000
	State	30,000
	County	<u>30,000</u>
	Total..	\$150,000

The existing structures are untreated timber bridges 102', 151', and 241' in length having a horizontal clearance of 20', 19'-3", and 19'-8" respectively. These structures are structurally inadequate for present traffic due to deterioration. The road adjacent to these bridges has a 16' wide light gravel surface and a 36' wide roadway. Lane County will widen and place additional base material to permit an ultimate 22' wide oiled or paved wearing surface with 4' shoulders.

The grade and alignment of the existing road are satisfactory.

There are no railroad crossings within the project limits.

No Federal-aid route revision/ or addition is involved.

Supporting data for this route was submitted under Oregon Project S-234(7), Knowles Creek-Turner Creek Tunnel Section.

JPH:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
12/3/56

FAS 238, LANE COUNTY

KNOWLES CREEK BRIDGES (3)

These three bridges are over Knowles Creek and are located 1.2, 1.4, and 1.6 miles easterly from the junction of FAS 238 with FAP Route 25 at Mapleton.

Construct three reinforced concrete bridges 100', 152', and 240' in length and having a horizontal clearance of 26'. The project will be for the structures only. Lane County will construct road approaches as required without federal cooperation.

Funds:	Federal	\$ 90,000
	State	30,000
	County	30,000
	Total..	\$150,000

The existing structures are untreated timber bridges 102', 151', and 241' in length having a horizontal clearance of 20', 19'-3", and 19'-8" respectively. These structures are structurally inadequate for present traffic due to deterioration. The road adjacent to these bridges has a 16' wide light gravel surface and a 36' wide roadway. Lane County will widen and place additional base material to permit an ultimate 22' wide oiled or paved wearing surface with 4' shoulders.

The grade and alignment of the existing road are satisfactory.

There are no railroad crossings within the project limits.

No Federal-aid route revision or addition is involved.

Supporting data for this route was submitted under Oregon Project S-234(7), Knowles Creek-Turner Creek Tunnel Section.

JPH:ma

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

LOCATION PROSPECTUS - KNOWLES CREEK BRIDGES
MAPLETON-RICHARDSON ROAD - LANE COUNTY

9-14-56

FAS 238
Lane Co

IN 3-1-56
Harold C. Adams

The following prospectus is submitted for the Knowles Creek Bridges Section of the Mapleton-Richardson Road. This covers three bridges over Knowles Creek approximately 1.2, 1.4 and 1.6 miles easterly from the junction with the Siuslaw Highway at Mapleton.

The purpose of this survey is to prepare vicinity maps for design of permanent structures having a roadway width of 26 feet to replace the existing untreated timber structures, which are 113, 156 and 243 feet long respectively. They were built by Lane County.

The sites of these bridges are on a state-conducted survey made in 1936. Reference stakes for this survey appear to be obliterated and considerable work will be involved in retracing the original line. The usual exploration of bridge footings will be required.

Traffic estimates west of the tunnel are as follows:

1954 Diverted	700 ADT
1954 Generated	<u>500</u> "
1954 Total	1200 ADT
1975 Total	3000 ADT

The traffic warrants two eleven-foot lanes with four-foot shoulders. Lane County is widening the existing road to these standards and proposes to add additional surfacing of about 15 inches base and wear. The County will also provide detours and construct approach fills as required.

The bridge sites are located on a 4-degree curve, a 400-foot spiral for the same and a tangent respectively. Maximum grade is 1.9% through the section involved.

Deviation from the standards set forth for this class of highway, in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

This highway is planned as a part of a major seacoast to Willamette Valley connection. Access is unrestricted. No railroad crossings are involved.

Nearest developed source of aggregate is a quarry near Mapleton and 0.9 mile north of M.P. 0.24. This quarry is on forest lands and Lane County has a special use permit for production. A private contractor is set up in the quarry at present under yearly lease.

This is a Lane County FAS project.

No state parks are located near this project.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

LANE COUNTY
PROPOSED PROJECTS

FAS 228 - Mohawk River Bridge, \$100,000. This bridge is located approximately 2 miles southerly from Donna on a newly located line.

The proposed project is to construct a permanent type structure having a 26' wide roadway over the Mohawk River. This river crossing will be on a new location and Mr. Norberg, County Engineer, has survey data for this location. The FAS project will be for the structure only with Lane County performing all required road work. No detour will be required.

FAS 238 - Knowles Creek Bridges (3), \$150,000. These three bridges are over Knowles Creek and are located approximately 1.2, 1.4, and 1.6 miles easterly from the junction of FAS 238 with FAP Route 25 (Siuslaw State Highway) at Mapleton.

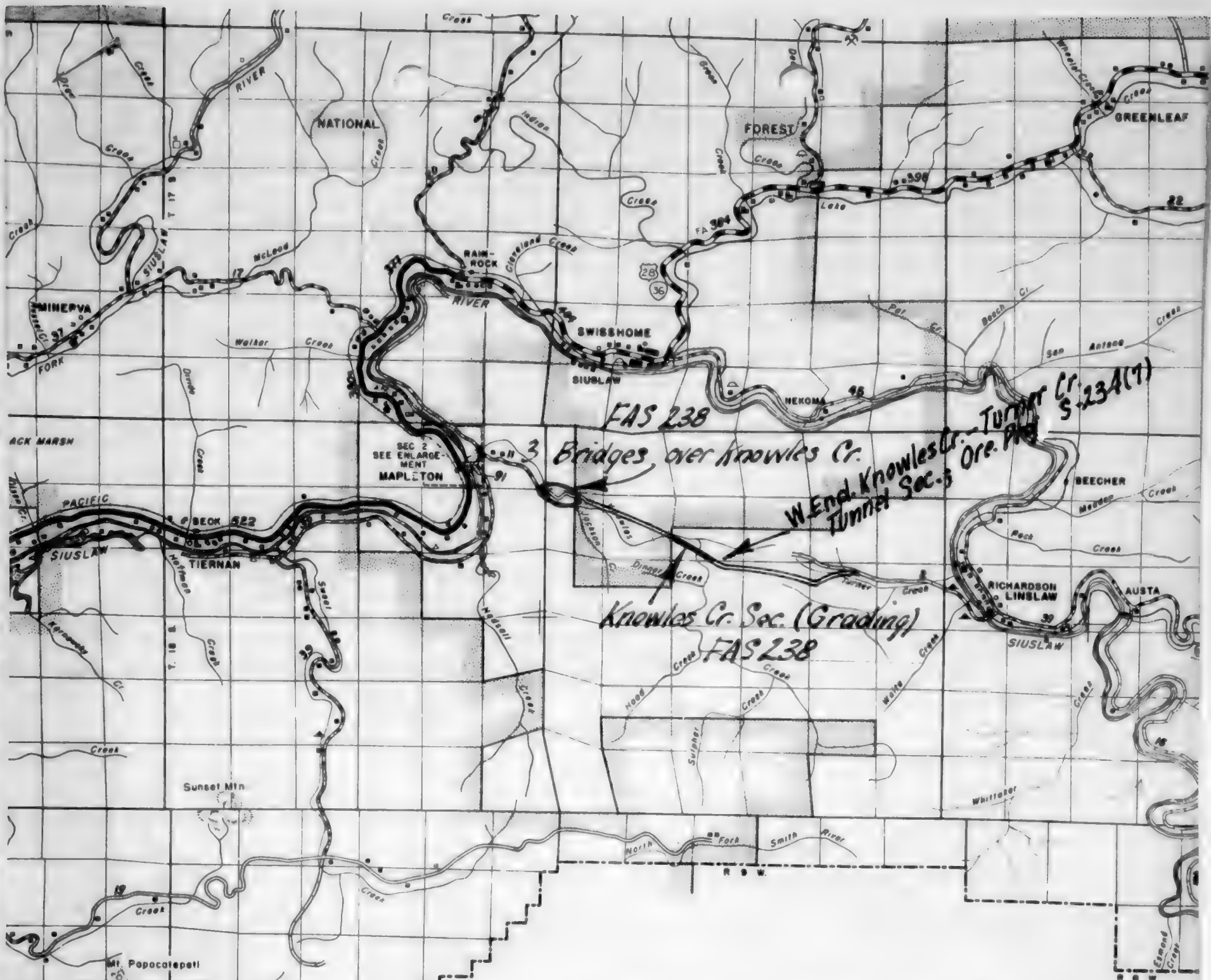
The proposed project is to replace the existing 155', 184', and 220' long untreated timber bridges with permanent structures having a roadway width of 26'. The FAS project will be for the structures only. Lane County will provide detours and construct road approaches as required. The new bridges will be on the same location as the present structures; however, it may be possible to reduce the bridge lengths. The sites of these bridges are on a survey made in 1936; however, Mr. Norberg, Lane County Engineer, advises that the reference stakes have been obliterated. It is suggested that Mr. Norberg be contacted prior to making the vicinity map survey.

FAS 238 - Knowles Creek Section, Approximately 1 Mile, \$299,000. This section extends from the west end of the Knowles Creek-Turner Creek Tunnel Section, Oregon Project S-234(7), presently under contract, westerly to a connection with the existing road in the vicinity of station 190.

The proposed project is to grade and drain to a subgrade width sufficient to permit a 30' wide (22' pavement with 4' shoulders) finished roadway width. The base and wearing surface will not be part of this project. The original "Route F" survey provided for a 665' long tunnel within the limits of this section; however, Lane County has requested that a careful study be made in an attempt to eliminate this tunnel section. Additional funds will be furnished by Lane County if required.

9/14/56
(56-e)

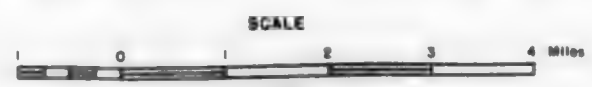
Hwy Com. approved 9-27-56



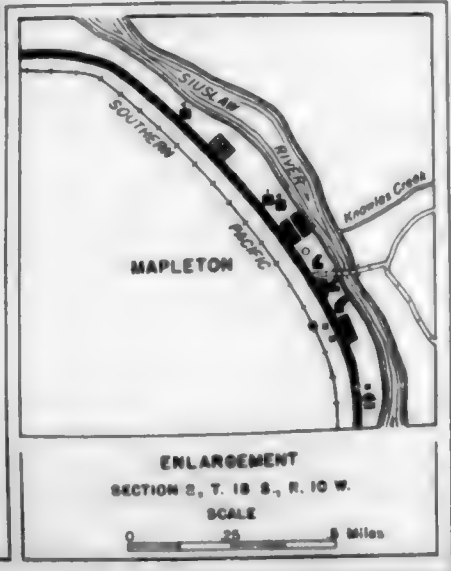
GENERAL HIGHWAY MAP **LANE COUNTY** **OREGON**

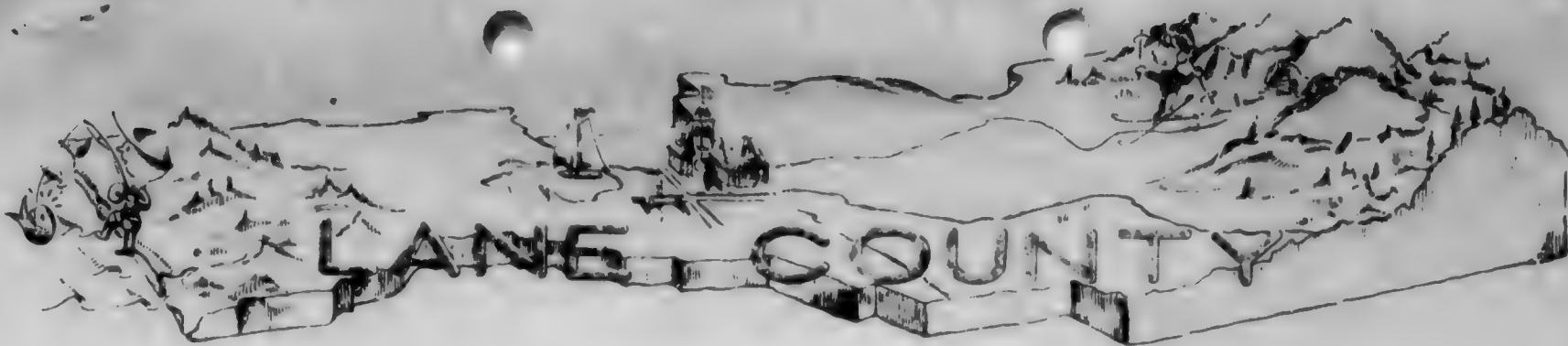
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
 IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
 BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY



1936
 REVISED 1939





BOARD OF COUNTY COMMISSIONERS
RALPH PETERSEN
KENNETH NIELSEN
ROBERT W. STRAUB

EUGENE, OREGON

September 6, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We hereby request the State Highway Department to survey and contract for the construction of three concrete bridges across Knowles Creek on the Route F road on locations between the West end of the tunnel and Mapleton. These bridges have previously been considered by the State Bridge Department for construction with County funds.

It is our desire to construct these bridges with FAS money. We hereby request you to set up the job as required. Also, we would like to complete the road grading necessary to connect to the West end of present tunnel project to a point below the location previously proposed for the second tunnel site at a point to conform to the improved section of Route F road. We would also like to have this job included in our FAS projects for this biennium.

We would also like to have included in this biennium consideration with FAS funds a bridge on the Mohawk River, known as the Stafford Bridge on the Marcola Road. Details of all of these jobs may be secured from our engineer.

Miles from Dist FAS 238
with FAP 25 at Mapleton
1.24 Miles
1.4 "
1.63 "

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By

Kenneth Nielsen
County Commissioner

Robert W. Straub
County Commissioner

Ralph Petersen
County Commissioner

RP:rw

15-1057 12'x5' culvert station
466/80, Medford-Co. Farm
#1072 Sec. of the Pacific Hwy.

1957

RECEIVED
FEB 21 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Feb. 19, 1958

(CONTRACT NO.)
<u>15 057</u>
<u>4972</u>
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

Final
(WARRANT NO.)

R & M Construction Co.
(AMOUNT)

(DATE)

3313

H 204910

\$2,007.75

2/18/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcomb
ACCOUNTING DIVISION

Specified completion date: 90 workdays from 6-6-57

Time Extensions: None

Completion Date: Dec. 10, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 19, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 20 1958

GRW.

NOTED ON CARD

em

RECEIVED
FEB 11 1958

FOR FILING

15-57
4972

Feb. 10, 1958

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4972 for box culvert on the Medford-County Farm Section of the Pacific Highway in Jackson County was completed by the contractor, R & M Construction Company, on Dec. 10, 1957, and was formally accepted by the Highway Commission on Jan. 16, 1958.

Final payment in the amount of \$2,007.75, will be released to the contractor on or after Feb. 20, 1958. The total contract amount is \$12,624.46, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

10/15/58

RECEIVED
JUN 20 1957

FOR FILING

4972

May 27, 1957

R & M Construction Company
136 Main Street
Central Point, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your proposal for a 12' x 5' culvert station 466+80 on the Medford - County Farm section of the Pacific Highway in Jackson County, for the sum of \$13,577.20, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4972.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd
cc - Tom Swartz
O. M. Probert
P. C. Savage, Inc.

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Wash.

NOTED

J. Mc C.

307-1701 Prineville (10th & Main Sts.) 1957
#1973 Grading and Paving Proj.

RECEIVED
FEB 26 1958

W. C. Williams

February 20, 1958

FOR FILING
207
Prineville (Tenth & Main Street) Section
Contract No. 4973
4.75

FINAL COST ANALYSIS

NOTE
W. C. WILLIAMS

City Contract
Prefix: 307-1701

Babler Bros. Inc., Contractor
E. L. Scrivner, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Exc., Unclass.	272.03	Cu. Yds.	\$ 2.50	\$2.099	\$ 570.88	\$ 680.08
Spec. Borrow Exc., Truck Measure	723	Cu. Yds.	1.50	1.17	848.52	1,084.50
Gen. Exc., Unclass.	267.13	Cu. Yds.	2.00	0.94	252.43	534.25
8" Perf. Metal Pipe, Uncoated	1,290	Cu. Yds.	2.40	2.26	2,910.94	3,096.00
Spec. Backfill in Drains	231.5	Cu. Yds.	7.00	4.55	1,055.19	1,620.50
*Concrete Curbs	22.56	Cu. Yds.	40.00	35.00	789.60	902.40
Coarse Cr. Mat'l in Base	988	Cu. Yds.	3.40	3.12	3,084.28	3,359.20
3/4"-0 Mat'l in Base	258	Cu. Yds.	4.00	3.62	934.39	1,032.00
Sprinkling	46.5	M/gals.	2.00	2.75	127.94	93.00
Class "B" Asph. Conc.	781.11	Tons	12.75	8.89	6,944.68	9,959.15
PA #1 Cement Adj., Favor of State	1.25	Bbl.	5.69			- 7.11
					\$17,518.85	\$22,353.98

Gross Revenue \$22,353.98
Total Cost 17,518.85
Net Profit \$ 4,835.13

Net Profit Equals 21.6% of Gross Revenue

*Work Done All or in Part by George E. Wilson

DETAIL OF COST

Babler Bros., Inc.

LABOR:

Labor and Supervision	\$2,157.05
Labor Insurance	161.44
Health and Welfare	<u>70.47</u>
	\$ 2,388.96

MATERIALS:

8" Perf. Pipe, Uncoated, 1,290 Lin. Ft.	At \$1.18	\$1,522.20
8" Bands, 70	" 1.42	99.40
4 - 8" 45 degree Wyes	" 8.01	32.04
3 - 8" 45 degree Elbows	" 6.61	19.83
1 - 8" Tee	" 6.61	6.61
6 - 8" End Caps	" 4.15	24.90
231.5 Cu. Yds. Special Backfill Material	" 3.50	810.25
988 Cu. Yds. Coarse Crushed Material	" 2.25	2,223.00
258 Cu. Yds 3/4"-0	" 2.75	709.50
781.11 Tons Class "B" Asphaltic Concrete	" 7.50	<u>5,858.33</u>
		\$11,306.06

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rentals (Owned)	\$1,410.36
Hired Equipment	566.90
Gas, Oil, and Grease	126.83
Small Tools and Misc. Supplies	131.62
Bond	134.12
Home Office and General Overhead	<u>664.40</u>

	\$ 3,034.23
Paid to Geo. E. Wilson on Concrete Curbs	<u>78.60</u>

TOTAL COST \$17,518.85

REMARKS:

This was a "City Project" calling for the construction of 0.14 mile of street roadbed, construction of 0.14 mile of rock base and the construction of 0.14 mile of asphaltic concrete pavement. The project was bid May 16, 1957. Work started May 22, 1957 and the project was completed July 19, 1957.

On May 22, 1957 the contractor moved in a backhoe, 1½-yard pay-loader, 315 compressor, air-tamper, two blades, one roller, and eight trucks and started grading, hauling special borrow and placing base rock. Concrete curbs were sublet to George E. Wilson at \$35.00 per cubic yard. All crushed rock and Class "B" asphalt was bought from and hauled to the project by Pacific Asphalt, Inc., which is a commercial plant located 2½ miles southeast of Prineville.

Having good bid prices, the contractor realized a good profit from this city project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

INVOICE

NOTED
V. R. IONES

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

City of Prineville
Prineville, Oregon

Attn: Mrs. Frances Juris, City Recorder

Invoice No. 53547

Date December 2, 1957

Your Req. No.

Billing Request No. 371

Credit Distribution: 307-1701-295

NOTED
John F. Hagemann

Final Billing: City's share of total cost of project on 10th and Main Streets, Contract No. 4973, covered by agreement dated April 17, 1957.

Advance Deposit	10,400.00
Total Cost as per attached	25,594.23
Agreed State share	<u>20,000.00</u>
Amount Due from City	<u>5,594.23</u>
To be refunded to City	84,805.77

NOTED
C. G. SWENSON, ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 4306

Cash Received with Request: \$
By

NOTED
V. R. JONES

November 27, 1958

Mrs. Frances Juris
City Recorder
Prineville, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Dear Mrs. Juris:

Final costs on the Special City Allotment project on 10th and Main Streets are now available and the agreed City's share of the total cost, as shown in the attached statement, is \$5,594.23.

As the initial deposit by the City for this project was \$10,400 a refund of \$4,805.77 is due the City from the State. A check in this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm
Att.

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY EXPERIMENT

ITEM STATEMENT OF FINAL COSTS

PRINEVILLE, Special City Allotment Project
Main & 10th Streets, Grading and Paving
Contract No. 4973

November 27, 1957

PAYMENTS TO CONTRACTOR

Item	Quantity		Total
1. Drainage excavation	272.03 c.y.	\$ 2.50	\$ 680.08
2. Special borrow	723 c.y.	1.50	1,084.50
3. General excavation	707.13 c.y.	2.00	534.26
4. 8" perforated metal pipe	1290 l.f.	2.40	3,096.00
5. Special backfill in drains	231.3 c.y.	7.00	1,620.50
6. Concrete curbs	22.90 c.y.	40.00	902.40
7. Coarse crushed mat'l. in base	788 c.y.	3.40	3,359.20
8. 3/4"-0" crushed rock in base	258 c.y.	4.00	1,032.00
9. Sprinkling	40.5 M. gal.	2.30	93.00
10. Class B asphaltic concrete	781.11 tons	12.75	9,959.15
PA/1 Cement adjustment	1.25 bbls.	5.69	- 7.11

Subtotal, Contract Items. . . . \$22,353.98
Construction Engineering. . . . 2,200.43
Survey. . . . 1,039.82

Total Cost \$25,594.23
Agreed State Share. . . . 20,000.00

City Share \$ 5,594.23
City Advance Deposit. . . . \$10,400.00

REFUND DUE CITY. . . . \$ 4,805.77

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

City of Prineville

Prineville, Oregon

Attention of Mrs. Frances Juris, City Recorder

Request No. (assigned by staff engineer or head of division) cc-371

Date 11/27/57

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City's share of total cost of project on 10th and Main Streets, Contract No. 4973, covered by agreement dated April 17, 1957.

Total City Share: \$5,594.23

Itemized Statement:

Advance Deposit - - - - - \$10,400.00

Quantity	Unit	Description	Unit Price	Amount
		Total Cost - - - - -		\$25,594.23
		Agreed State Share - - - - -		<u>\$20,000.00</u>
		Amount Due from City - - - - -		<u>\$ 5,594.23</u>
		TO BE REFUNDED TO CITY - - - - -		<u>\$ 4,805.77</u>

Has payer made payment for this service?

If so, what is amount of payment? \$

Has payer made a deposit with the department to guarantee payment?
Yes

If so, what is amount of deposit? \$ 10,400.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this
same service? No

If so, give total of all previous requests \$

Also give number of last previous request

Credit distribution:

307-1701-295

Submitted by:

H. C. Ayers

Approved:

Approved:

NOTED

G. SWENSON

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

RECEIVED
OCT 9 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 3, 1957

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1973

4 Final

Babler Bros., Inc.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

22708

H193317

\$670.62

10-3-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 50 workdays from 6-6-57

Time Extensions: None

Completion Date: July 19, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 4, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

JOCT - 4 1957

lm

RECEIVED
AUG 30 1957

FOR FILING

507-1701
4913

August 29, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State highway contract No. 4973 for work performed on Tenth & Main Streets in the City of Prineville in Crook County was completed by the contractor, Babler Bros., Inc., on July 19, 1957 and was formally accepted by the Highway Commission on August 8, 1957.

Final payment in the amount of \$670.62 will be released to the contractor on or after September 9, 1957. The total contract amount is \$22,353.98, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

8-29-57

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

307-1701

For Week Ending July 26, 1957

Section Prineville (Tenth & Main Sts.) Kind of work Grading & Paving
 Highway City Streets County Crook Section prefix 307-1701
 Contractor Babler Bros. Inc. Contract number 4973
 Date of contract May 27, 1957 Specified work days 50
 Date work started May 22, 1957 Work days used 31
 Project authorization \$ 29,437.88 Per cent of time elapsed 62 %
 Exclusive of engineering \$ 27,344.52
 Estimated cost of completed project, exclusive of engineering \$ 22,353.99
 Estimated per cent overrun or underrun Under-run 17.2 %
 Per cent of contract completed, based on total contract price 81.7 %
 Engineering authorization \$ 2,093.36
 Engineering cost to date \$ 2,017.02, 96.4 % Date project was completed July 19, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

One man in office all week working on semi-final estimate and other
final reports.

CONSTRUCTION DIVISION

RECEIVED

JUL 27 1957

NOTED

CE TFE ASE

COE

Noted

M. N. JUVB

NOTED

C. E. PAULSEN

Signed Ernest L. ScrivnerAddress P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair &	Warm	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday			

RECEIVED
MAY 27 1957

FOR FILING

FORM E-90X-37,000-2-50-41887

4973

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1957

SUBJECT: Advance Deposit
City of Prineville

To: Mr. S. H. Probert
OFFICE

We have received this date Prineville's deposit in the amount of \$10,400 which represents the city's share of the total estimated cost of the Special City Allotment project for grading and paving on Tenth and Main Streets.

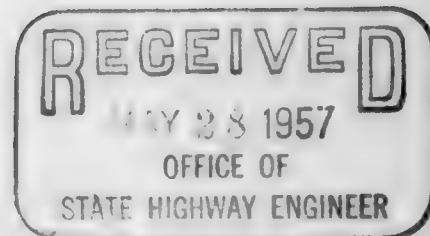
This project is now clear for award of a contract.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mmm

cc: G. S. Paxson

NOTED
G. S. PAXSON



RECEIVED
JUN 20 1957

FOR FILING

307-1701

4973

May 27, 1957

Babler Bros, Inc.
4617 E. Milwaukee Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your proposal for grading and paving 10th and Main Streets in the City of Prineville in Crook County for the sum of \$25,917, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4973.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd

cc - Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Wash.

NOTED
J. Mc C.

RECEIVED

JUL 17 1957

FOR FILING

Salem, Oregon
May 22, 1957

\$250,000 Fund Agreement
Prineville

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: John D. Graham
Office Engr., County and City Relations

Attached hereto is a conformed copy of an agreement with the City of Prineville covering the Special City Allotment project on Tenth and Main Streets in the City of Prineville.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Prineville, Oregon.

Secretary

FM

Attach: 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1957

SUBJECT: \$250,000 Fund Agreement
Prineville

To: Mr. G. S. Paxson
OFFICE

L

Attached are three copies of an agreement covering the Special City Allotment project on Tenth and Main Streets in Prineville.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham

John D. Graham
Office Engr., County and City Relations

JDG:mm
APPROVED
ASST. STATE HIGHWAY ENGINEER
Date May 13, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 29
W. H. Blair
Secretary

NOTED
V. R. JONES

May 17, 1957

NOTED
Harold C. Ayers

Mrs. Frances Juris
City Recorder
Prineville, Oregon

NOTED
John F. Hagemann

Dear Mrs. Juris:

On May 16th the State Highway Commission received a bid on the grading and paving project on Main and Tenth Streets in Prineville. The bid was submitted by Babler Bros. of Redmond and the estimated cost based on this bid is as follows:

Contract Items	\$25,917.00
Flagging (State's share)	250.00
	<u>\$26,167.00</u>
Engineering & Contingencies	3,270.88
Survey	900.00
Total.....	<u>\$30,337.88</u>

As per the agreement between City and State, the City is to pay all costs in excess of \$20,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project an advance deposit of \$10,400 is required. Please make this deposit by means of a check made payable to the Oregon State Highway Commission, forwarding same to this office.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

C. G. Swenson
Engineer, County and City Relations

HCA:mm

4-17-57

ORDINANCE NO. 478

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF PRINEVILLE, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF MAIN STREET FROM NINTH STREET TO CITY OF PRINEVILLE RAILROAD TRACK, AND TENTH STREET FROM BEAVER STREET TO RYE GRASS DITCH, A COMBINED DISTANCE OF APPROXIMATELY 0.17 mile, AND DECLARING AN EMERGENCY.

Whereas the City of Prineville, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provisions of ORS 366.800 and 366.805, and,

Whereas, the State Highway Commission has accepted such application for the improvement of Main Street from Ninth Street to City of Prineville Railroad Track, and Tenth Street from Beaver Street to Rye Grass Ditch, a combined distance of approximately 0.17 mile, and,

Whereas, in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to \$20,000 and the City of Prineville to pay all cost in excess of \$20,000, the City of Prineville does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Prineville, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Main Street from Ninth Street to City of Prineville Railroad Track, and Tenth Street from Beaver Street to Rye Grass Ditch, and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Prineville, Oregon, an emergency is hereby declared to exist and this ordinance shall be

4-17-57

ORDINANCE NO. 478

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF PRINEVILLE, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF MAIN STREET FROM NINTH STREET TO CITY OF PRINEVILLE RAILROAD TRACK, AND TENTH STREET FROM BEAVER STREET TO RYE GRASS DITCH, A COMBINED DISTANCE OF APPROXIMATELY 0.17 mile, AND DECLARING AN EMERGENCY.

Whereas the City of Prineville, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provisions of ORS 366.800 and 366.805, and,

Whereas, the State Highway Commission has accepted such application for the improvement of Main Street from Ninth Street to City of Prineville Railroad Track, and Tenth Street from Beaver Street to Rye Grass Ditch, a combined distance of approximately 0.17 mile, and,

Whereas, in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to \$20,000 and the City of Prineville to pay all cost in excess of \$20,000, the City of Prineville does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Prineville, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Main Street from Ninth Street to City of Prineville Railroad Track, and Tenth Street from Beaver Street to Rye Grass Ditch, and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by said Commission.

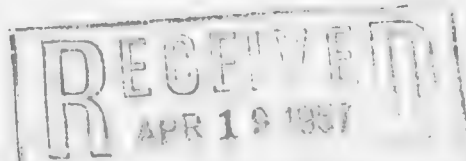
Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Prineville, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

Adopted by the City Council this 17th day of April, 1957.

Approved by the Mayor this 17th day of April, 1957.

R. P. McRae
R. P. McRae, Mayor

Frances Juris
Frances Juris, City Recorder



CITY OF PRINEVILLE
BROOK COUNTY, OREGON
CITY RECORDER

January 7, 1957

Harold C. Ayers

RECEIVED
JAN 9 1957
EX-100-122
COUN.

Mr. H. C. Ayers, City Recorder
Prineville, Oregon

Dear Mr. Ayers:

We have received notice from the State Highway Commission that our request for funds from the General City Allotment Fund to repair N. Main on 10th Street in Prineville has been approved, and we feel it would be wise to get your approval in this matter.

As you know, the City has been working on a drainage project on the 10th Street side of N. Main St., and in the process of doing so, the City has been digging a new ditch in the west side of N. Main St., just north of N. 10th St., and we have been informed that the drainage system in that area will be completed by the end of the drainage project. From the time the ditch is dug, the ditch, this will be a great help to the City, as there is a great deal of water flowing down the ditch. We are waiting this money as the City is waiting for the money from the State Highway Commission, and we are waiting for the money from the State Highway Commission.

Very truly yours,

JOHN C. PRINEVILLE

Frances Juris
(Mrs.) Frances Juris
City Recorder

CITY OF PRINEVILLE
CROOK COUNTY, OREGON
CITY RECORDER

October 20, 1956

File # 259,000
1957

NOV 1 1956
Harold C. Ayers

Mr. Harold Ayers
State Highway Department
Salem, Oregon

Dear Mr. Ayers:

With further reference to Prineville's application for State funds to repave N. Main Street, we have spent this past week in making further studies and tests of the condition of the street, and have finally reached the conclusion that the best thing to do is to revert to the original plan of placing a 2-2' fill on top of the existing street. We will appreciate having you go ahead and present your plan for the job to the Highway Commission for their action.

Our understanding is that you estimate the cost of the work to be about \$32,000, with the State to contribute \$20,000, the City to pay the cost above that amount.

The City will proceed with trying to get permission from the property owners to change the grade. If there is anything else that we should do now, will you please let us know?

Yours very truly,
R. M. Griffith
R. M. Griffith
Street Commissioner

RMG:fcs

CITY OF PRINEVILLE
CROOK COUNTY, OREGON
CITY RECORDER

October 10, 1956

Mr. John Cattnall
State Highway Department
Salem, Oregon

Dear Mr. Cattnall:

Please refer to Prineville's application for \$15,000
State aid in repairing N. Main Street and 10th Street.

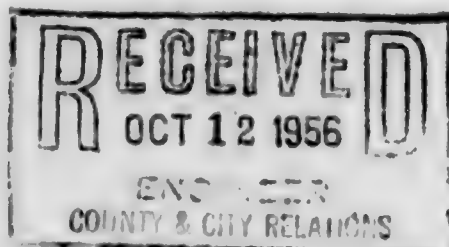
Mr. Harold Ayres of your office has been working with us
on this project, and on his last visit he suggested a proposal,
the total cost of which would be about \$32,000.00, with \$20,000
to be furnished by the State, the balance to be paid by the City.
This proposal involved securing permission from adjoining pro-
perty owners to put in an extensive fill, from 2' to 3' deep,
for about a block. We have contacted these property-owners,
and find them very strongly opposed to such a plan, as it would
put their property so much below the level of the street.

We have a local engineer, Mr. Emile Bachand, who has been
planning a drainage district for the City in the area lying west
of Main Street along 9th Street, and in this connection, he has
also done some work on the problem of draining N. Main and 10th Streets.
Mr. Bachand has said that he believes the problem of repairing
N. Main and 10th streets can be solved by excavating and filling
with cinders, at the same time laying drain tile in the street.
From our calculations, this would be much more economical than
the proposed fill.

This street is in very bad need of repair, and would seem to
qualify for State aid in every respect. We would very much like
to secure help from the State, and would appreciate it if your
office would consider the idea advanced by Mr. Bachand, and perhaps
have someone check into the feasibility of using this method.

We must plan to do this work as soon as possible, as we do
not feel that the street will stand up until spring, so may we
hear from you as soon as possible?

Yours very truly,



CITY OF PRINEVILLE
R. H. Griffith
R. H. Griffith
Street Commissioner

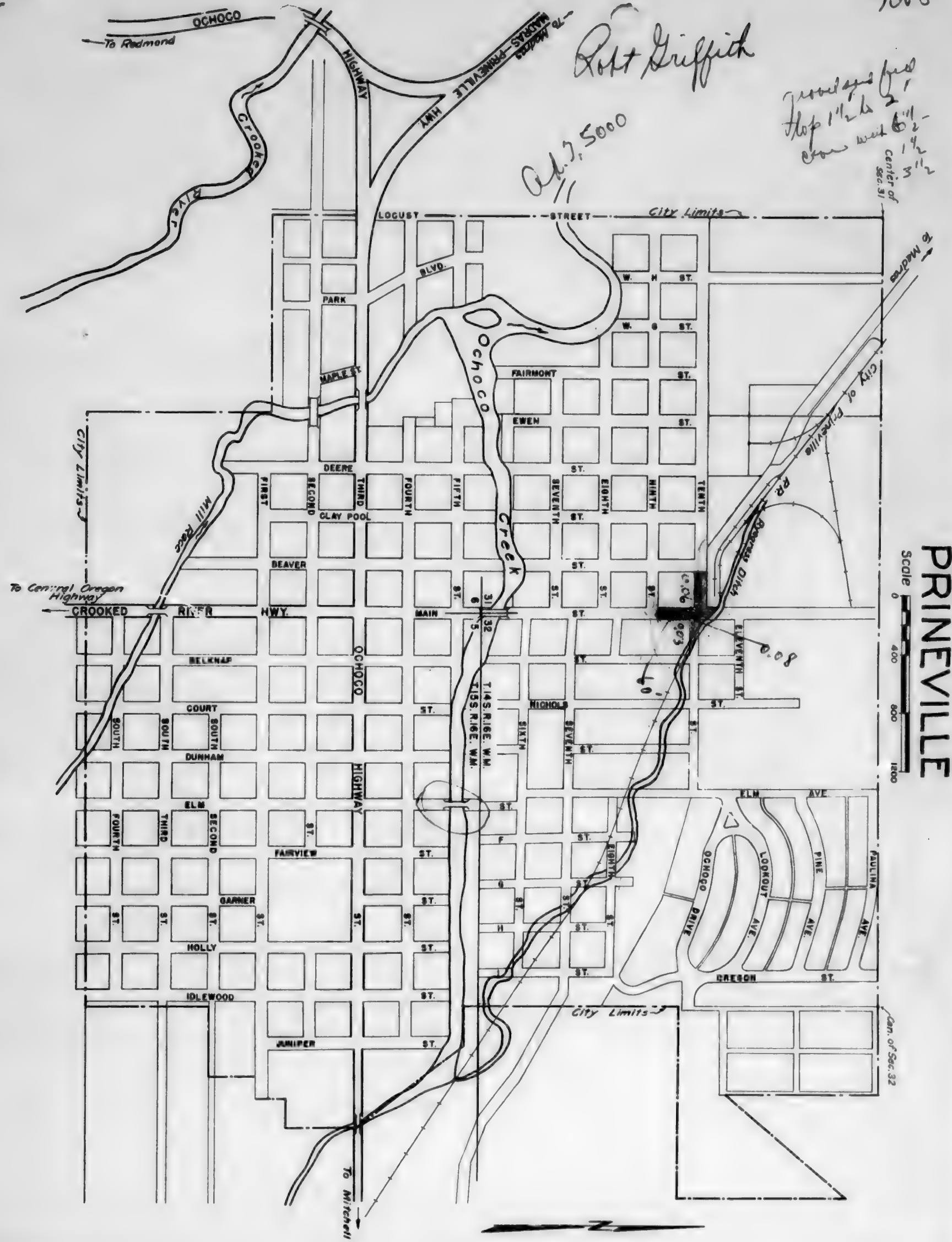
ENC:foj

no 8

Post Griffith

Ad. 2,5000

Travelers find
stop 1 1/2 hrs
from west 6 1/2 -
center of
Sec. 31



PRINEVILLE

Scale 0 400 800 1200

250,000 ('57)

Prineville

5-22-23-'56

Called on Mr. Robt. Griffith this date and with him investigated condition of the intersection of 10th & Main Sts. as requested in City Resolution.

This intersection is in bad condition and is receiving excessive wear due to use by unusual industrial traffic.

It is apparent that some damage has resulted from a leaking irrigation ditch which I believe keeps the base wet and slippery.

Advised Mr. Griffith of my belief and he agreed. He said the City would insist that the irrigation Company contain the water in ryegrass ditch as he realized that no improvement should be made until this was done.

He further stated that the City could survey and establish the grade as City desires to raise the grade for proper crossing of tracks.

Advised Mr. Griffith that I would be back later to see how they were progressing and then could make a preliminary estimate.

Believe the project should be recommended.

N. C. Lyons

10-2-56 Contacted Mr. Robt. Griffith and showed him estimate of Cost asked him to write letter, re legal questions due to change of grade and willingness to pay cost in excess of \$20,000

no 8

2-14-56

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Prineville is an incorporated city of the State of Oregon, and has a population of 3,317, as given by the latest official census, and

WHEREAS, the following streets of said city, N. Main Street

and Tenth Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

N. Main Street from 9th to 10th St., and 10th St., from Main west to Beaver and from Main east to the Railroad tracks

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Prineville does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Robert Griffith as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th day of February, 1956.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Prineville at a regular or special meeting of said Council, held on the 14th day of February, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15th day of February, 1956

Frances Juris
City Recorder

S-139(4) Alsea Jct.-Beaver Cr. School 1957
Sec. (Grading and surfacing)

41071

NOTED
V. R.

NOTED
Harold C. Ayers

May 13, 1958

Benton County Court
Courthouse
Corvallis, Oregon

Contract 4974

S-139(4)

G/DR/Case

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Alsea Junction-
Beaver Creek School grading and surfacing project on FAS 206. In
accordance with the agreement between county and state, a refund of
\$3,249.40 is due the county as shown in the attached cost statement.
As per your previous request this refund is being retained as part
of the deposit required for the oiling project on the same section
of road.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

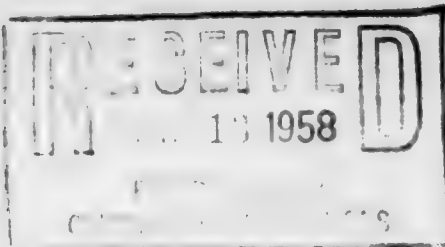
JFH:mm
Att.

NOTED
C. G. SWENSON

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
C. AyersNOTED
John F. HagemannBenton County
Corvallis, Oregon

Invoice No. 55475

Date May 12, 1958

Your Req. No.

Billing Request No. CC-401

Credit Distribution: 502-1039-29

Summary:

Final billing Alsea Junction Beaver Creek School Section of FAS 206, grading & surfacing covered by agreement dated 5/17/57

Original Advance Deposit	\$25,250.00	
Less: Amt previously transferred	<u>20,250.00</u>	
Balance Advance Deposit		\$5,000.00
County share of total costs as per attached stat.	\$22,000.60	
Less: Amount previously transferred	<u>20,250.00</u>	
Balance To be retained		<u>1,750.60</u>

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 4396

Cash Received with Request \$.....
By.....

Completed 9/27/57

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Benton Contract No. 4974 Date May 12, 1958
FAS 206 Section Alsea Junction-Beaver Creek School

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation	-	-	-	\$102,457.07
Less overpayment on extra work order	-	-	-	cr. 185.84
Construction engineering	-	-	-	<u>11,221.97</u>
TOTAL CONSTRUCTION COSTS				\$113,493.20
FEDERAL FUNDS COLLECTED FOR PROJECT-				\$ 69,492.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total costs and federal funds)

$(\$113,493.20 - \$69,492) \times 1/2 = \$22,000.60$

County Advance Deposit	\$25,250.00
Less County Share Costs	<u>22,000.60</u>

REFUND DUE COUNTY \$ 3,249.40

JFH:nnn

Mar 16

STATE OF OREGON,

To **HILBERT BROTHERS** Dr.

County ~~Location~~

Portoffice address: Estacada, Oregon

Highway 11000 Hwy. - Greenberry Road

Work done to ~~September~~ September 27, 1957 Contract No. 4974

Section Alena Jet. - Beaver Creek School

Prefix No. 502-1009-202 (A) Estimate No. Final

ITEM	Unit	Unit Price	Total Quantity To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	\$900.00	100%	8,000.00	9,000.00	-
2. Drainage excav., unless.	s.y.	2.50	650.34	1,625.85	1,625.85	-
3. General excav., unless.	s.y.	.44	49,474.4	21,768.74	21,826.64	-57.90
4. Blade grader	hr.	10.00	20	200.00	200.00	-
5. Short overhaul	pd. sta.	.01	71,866	718.66	726.74	-8.08
6. Long overhaul	Ovrl. sta.	.50	2,443.4	1,231.70	1,175.50	56.20
7. Finishing roadbed and slopes	mile	\$20.00	1.2	2,100.00	2,100.00	-
8. 18" corr. metal pipe	l.f.	4.50	72	324.00	324.00	-
9. 54" corr. metal pipe, wrold.	l.f.	21.00	47	940.00	940.00	-
10. 72" corr. metal pipe	l.f.	35.00	126	4,410.00	4,410.00	-
11. 12" concrete pipe	l.f.	2.00	810	1,620.00	1,620.00	-
12. 18" concrete pipe	l.f.	3.50	642	2,247.00	2,247.00	-
13. 24" concrete pipe	l.f.	7.00	36	252.00	252.00	-
14. 8" perf. metal drain pipe, wrold.	l.f.	2.00	470	940.00	940.00	-
15. Special backfill in drains	s.y.	5.00	100	500.00	500.00	-
16. Coarse material in surfacing	c.c.	1.50	33,361	50,041.50	50,041.50	-
17. Sprinkling	m/gal	2.50	945	2,362.50	2,362.50	-
18. Loose riprap	c.c.	3.00	60	1,800.00	1,380.00	150.00
Force Account				465.12	185.84	279.28
P&H Graveler tractor with 1/2 pd. scoop and operator	hr.	6.00	10	60.00	60.00	-
P&H Dump truck with operator	hr.	6.00	20	120.00	120.00	-
Audited and approved by	Totals			102,457.07	102,037.57	419.50
Period covered To Sept. 30, 1955	% Retained			=	3,061.13	3,061.13

RECEIVED
FEB 13 1958

FOR FILING

NOTED
W. C. WILLIAMS

February 8, 1958

FINAL COST ANALYSIS

Alsea Jct-Beaver Creek School Section Grading & Surfacing
Contract #4974
Harbert Bros., Contractors
S. F. Walters, Resident Engineer

Alsea Hwy. Greenberry Road
Prefix 502-1039

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	\$9,000.00		\$ 6,213.27	\$ 9,000.00
Drainage Excav., Unclass.	650.34	Cu.Yd.	2.50	1.53	997.19	1,625.85
General Excav., Unclass.	49,474.4	" "	0.44	.68	34,030.34	21,768.74
Blade Grader	20	Hr.	10.00	12.74	254.85	200.00
Short Overhaul	71,866	Yd.Sta.	0.01	0.0156	1,123.47	718.66
Long Overhaul	2,463.4	C.Yd.Sta.	.50	0.78	1,924.36	1,231.70
Finish Roadbed & Slopes	4.2	Mile	500.00	485.42	2,038.79	2,100.00
18" Corr. Metal pipe	72	Lin.Ft.	4.50	3.90	280.63	324.00
54" Corr. Metal Pipe, Uncoated	47	" "	20.00	17.36	815.98	990.00
72" Corr. Metal Pipe	126	" "	35.00	30.11	3,794.55	4,410.00
12" Concrete pipe	810	" "	2.00	1.48	1,197.11	1,620.00
18" Concrete Pipe	642	" "	3.50	3.08	1,976.15	2,247.00
24" Concrete pipe	36	" "	7.00	5.22	187.91	252.00
8" Perf. Metal Drain Pipe Uncoated	470	" "	2.00	1.47	692.60	940.00
Special Backfill in Drains	100	Cu. Yds.	5.00	2.97	296.50	500.00
**Coarse Material in Surfacing	33,361	" "	1.50	1.47	49,040.67	50,041.50
* Sprinkling	945	M-Gal	2.50	2.50	2,362.50	2,362.50
Loose riprap	510	Cu.Yd.	3.00	2.27	1,159.35	1,530.00
* PA #1 Crawler Tractor with 1/2 Yd. Scoop and Operator	10	Hour	6.00	6.00	60.00	60.00
* PA #1 Dump Truck with Operator	20	"	6.00	6.00	120.00	120.00
Force Account					240.35	279.28
					\$108,806.66	\$102,271.23

* Subcontractors Baldwin, Bush & Hollinger
** Both Sub and Prime Contractors.

FINAL COST ANALYSIS

	Gross Revenue	Total Cost	Loss	% Loss
Harbert Bros.	\$ 53,522.89	\$ 60,058.32	\$6,535.43	12.21%
Baldwin, Bush & Hollinger	48,748.34	48,748.34		
	<u>\$102,271.23</u>	<u>\$108,806.66</u>	<u>\$6,535.43</u>	<u>6.39%</u>

FINAL COST ANALYSIS

	Gross Revenue	Total Cost	Loss	% Loss
Harbert Bros.	\$ 53,522.89	\$ 60,058.32	\$6,535.43	12.21%
Baldwin, Bush & Hollinger	48,748.34	48,748.34		
	\$102,271.23	\$108,806.66	\$6,535.43	6.39%

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 4.63 miles of highway roadbed and 4.63 miles of stone base on the Alsea Junction-Beaver Creek School Section in Benton County. The project was bid May 16th and awarded May 29th, 1957. Work started June 4th and was completed September 27th, 1957.

The contractor moved in his men and equipment June 4th and started clearing. The clearing consisted of scrub oak and fir with some underbrush. Very good progress was made on the clearing and a small profit was realized.

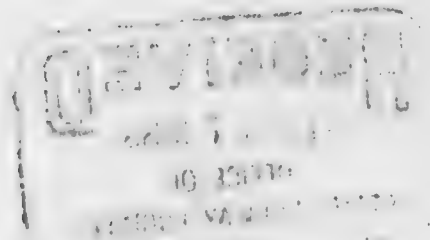
The grading started July 1st on the easterly end and working back to the Alsea Junction. Equipment used for this operation was two D-8 cats and dozers, one pull ripper, one 3/4-yard shovel, two DW 21's, one #12 blade and one #12 hired blade. The excavation consisted of both dirt and decomposed rock which the contractor was able to rip. The 3/4-yard shovel was used mainly for drainage excavation and placing the large pipe. The contractor shows a loss on his excavation due to inexperience and the slowness of his operation.

The hauling and placing of the base rock was subcontracted to Baldwin, Bush & Hollinger at \$1.37 per cu. yd. The sprinkling was also subbed at the bid price of \$2.50. The prime contractor furnished the aggregates from a private source known as the Griffin pit located about one mile east and 0.6 mile north of the Smith Loop Road from M.P. 89.67 on the Pacific Highway West and about 5.8 miles east and north via county roads and Pacific Highway West from the east end of the project at a cost of \$0.10 per cubic yard royalty.

The prime contractor, having fair equipment but lacking experience, suffered a loss.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton



RECEIVED
DEC 31 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

December 30, 1957

S 139(4)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4974
(VOUCHER NO.)

6 Final
(WARRANT NO.)

Harbert Brothers
(AMOUNT)

(DATE)

29915

H200558

\$3,480.63

12/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 6-8-57

Time Extensions: None

Completion Date: Sept. 27, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-30-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 30 1957
G. R. W.

NOTED ON CARD
am

RECEIVED
DEC 20 1957

FOR FILING

1-157(4)

Dec. 19, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4974 for grading and surfacing on the Alsea Junction-Beaver Creek School Section of the Alsea Highway-Greenberry Road in Benton County was completed by the contractor, Harbert Bros., on Sept. 27, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of \$3,480.63 will be released to the contractor on or after Dec. 30, 1957. The total contract amount is \$102,457.07, of which amount \$465.12 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice supersedes and cancels our notice to you dated November 22, 1957.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Om

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 5, 1957, 19

Section Alsea Jct.-Beaver Cr. School
Alsea Highway- County Benton
Greenberry Road
 Contractor Harbert Bros.

Kind of work Grading & SurfacingSection prefix 502-1039Contract number 4974Date of contract May 29, 1957, 19Specified work days 90 from 6/8Date work started June 4, 1957, 19Work days used 76

Project authorization \$ 126,411.75
 Exclusive of engineering \$ 117,422.47

Per cent of time elapsed 84 %Estimated cost of completed project, exclusive of engineering \$ 105,000Estimated per cent overrun or underrun -9 %

Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 8,889.28

Engineering cost to date \$10,500, 117 %Date project was completed Sept. 27, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project was completed last Friday night. Crew worked part time this week on semi-final.
 Completion of haul and assembling remain. Monthly estimate being submitted that
 contractor may be paid pending completion of records. To be submitted in about two weeks.

FINAL REPORT.

RECEIVED

OCT 7 1957

NOTED

Noted
 M. N. Juve

Signed M. N. JuveAddress Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	COMPLETED****NO REPORT				
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Shrs		
Monday	"		
Tuesday	"		
Wednesday	Rain		
Thursday	"		
Friday	"		
Saturday			

RECEIVED SEP 4 - 1957 9-9 FOR FILING	For -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon County Benton Project No. 8-139(4)
FEDERAL-AID PROJECT AGREEMENT 9-3-57		
The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.		
Project termini Junction with FAS 144 to west end Project 8-139(3) (Beaver Cr. School), on FAS Rt. 206 (a county road).		
Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4/24/57	4.6
Other (Specify)		
FUNDS		
Estimated total cost of project \$ 123,492.50	Federal funds \$ 76,400.00	
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.		
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Charles Reynolds</u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u>W. H. [Signature]</u> Member, State Highway Commission (title)		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>C. H. [Signature]</u> Division Engineer Date executed by Division Engineer <u>September 3, 1957</u> <u>[Signature]</u>

Oregon State Highway Department

Federal Aid Secondary
Project No. 2-139(A)

ALSEA JUNCTION-TRAVEL CREEK SCHOOL SECTION OF THE
ALSEA HIGHWAY-GRANITEVILLE ROAD IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 2, 1957

Type Code 2010

Roadway (Sta. 0+10 to Sta. 244+90.93) (Contract No. 4974)

All Required	Clearing and Grubbing	\$	\$ 9,000.00
920 cu. yds.	Drainage Excavation, Unclassified	2.50	2,300.00
50,000 cu. yds.	General Excavation, Unclassified	0.44	22,000.00
50 hours	Blade Grader	10.00	500.00
48,400 yd. sta.	Short Overhaul	0.01	484.00
970 C-yd. sta.	Long Overhaul	0.50	485.00
4.20 miles	Finishing Roadbed and Slopes	500.00	2,100.00
80 lin. ft.	18-inch Corrugated Metal Pipe	4.50	360.00
50 lin. ft.	54-inch Corrugated Metal Pipe	20.00	1,000.00
130 lin. ft.	72-inch Corrugated Metal Pipe	35.00	4,550.00
590 lin. ft.	12-inch Concrete Pipe	2.00	1,780.00
870 lin. ft.	18-inch Concrete Pipe	3.50	3,045.00
36 lin. ft.	24-inch Concrete Pipe	7.00	252.00
880 lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	1,760.00
400 cu. yds.	Special Backfill in Drains	5.00	2,000.00
37,500 cu. yds.	Coarse Material in Surfacing	1.50	56,250.00
1,100 M-gals.	Sprinkling	2.50	2,750.00
550 cu. yds.	Loose Riprap	3.00	1,650.00

Subtotal \$112,266.00
10% Engr. & Cont. 11,226.60
Total \$123,492.60

Length of Roadway 4.627 Miles
Length of 1 Structure 0.013 Mile
Total Length 4.640 Miles
Cost of Roadway Per Mile \$26,609.56

Federal Funds.....	\$ 76,400.00
State Funds.....	23,546.30
County Funds.....	23,546.30
	<u>\$123,492.60</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Total Necessary funds have been deposited by Benton County with the Highway Department.

NOTED
YES

INVOICE

NOTED
Harold C. Ayers
John F. Hagemann

Oregon State Highway Department

SALEM, OREGON

Benton County

Corvallis, Oregon

Attn: County Court

RECEIVED
JUN 11 1957

Invoice No. 50842

Date June 5, 1957

Your Req. No.

Billing Request No. 00 325

Credit distribution: 502-1039-297

Advance Deposit

25,250.00

Alsea Junction-Beaver Creek School, FAS 206, covered by agreement dated May, 1957. Contract No. 4974.

Partial transfer county's share total costs.

To be retained

20,250.00
5,000.00

NOTED
A. SWANSON

ACKNOWLEDGED

Cash R

By

MENT OF BILLING REQUEST

Request: \$

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 4, 1957

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
John F. Hagemann

129(4)

Gentlemen:

Attached is a copy of an encroachment resolution covering the Alsea Junction-Beaver Creek School Section of FAS 206. This copy is for the county's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

C. G. Swenson
Engineer, County and City Relations

JDG:mn
Att.

NOTED
C. G. SWENSON

NOTED
V. R. JONES

June 3, 1957

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of \$25,250 and right-of-way options in connection with the Alsea Junction-Beaver Creek School section of FAS 206. Contract No. 4974 has been awarded to Harbert Bros. and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
E. E. LARKIN

May 28, 1957

COMMISSIONERS
WALTER SCHMIDT
A. H. SAXTON

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: John F. Hagemann
Asst. Engr., County & City Relations

Gentlemen:

This will certify that Benton County has obtained the necessary right of way for the construction of the Alsea Junction-Beaver Creek School Section of FAS 206, with the exception of one parcel of property that is in the process of condemnation.

Enclosed you will please find the signed Real Estate Options and our Warrant No. 50028 in the amount of \$25,250.00 as our advance deposit of 20%.

Yours very truly,

BENTON COUNTY COURT

A. H. Saxton
By:

A. H. Saxton
Commissioner

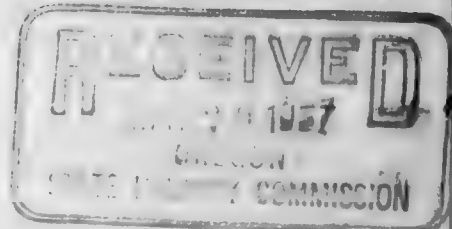
AHS:la

Enclosures - Options
Warrant

*Options to 50028
4/4/57*

NOTED
C. G. SWENSON

NOTED
JOHN D. G.



RECEIVED
JUN 20 1957

FOR FILING

127(4)
4714

May 29, 1957

Harbert Bros.
Route 1, Box 7
Estacada, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your proposal for grading and surfacing on the Alsea Jct. - Beaver Creek School Section of the Alsea Highway-Greenberry Road in Benton County for the sum of \$112,266, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4974.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd

cc - S. H. Probert
Tom Edwards
R. G. Savage, SIAC

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc G.



RECEIVED
JUN 10 1957
FOR FILING

Salem, Oregon
May 23, 1957

FAS Projects Agreements
FAS 206, Benton County

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Benton County covering the Alsea Junction-Beaver Creek School Section of FAS 206 in Benton County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Benton County.

Secretary

rn
Attach:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 10, 1957

SUBJECT: FAS Project Agreements
FAS 206, Benton County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Alsea Junction-Beaver Creek School Section of FAS 206 in Benton County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 8, 1956.



John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
[Signature]
ASST. STATE HIGHWAY ENGINEER
Date May 13, 1957

AUTHORIZED BY HIGHWAY COMMISSION

DATE 11-8-56 Minute Page 47

[Signature]
Secretary

NOTED
V. R. JONES

May 17, 1957

NOTED
Harold C. Ayers

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
John F. Hagemann

Gentlemen:

On May 16th a satisfactory bid was received from Harbert Bros. of Estacada for construction of the Alsea Junction-Beaver Creek School Section of FAS 206. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	\$112,266.00
Flagging (50%)	100.00
12-1/2% Engr. & Contingencies	14,055.75
Estimated Total Cost.....	\$126,411.75
Co. Adv. Deposit of 20%.....	\$ 25,250.00

Please make this deposit by a check or warrant in the amount of \$25,250 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all required right-of-way has been obtained, a contract will be signed.

Based on the above estimate an unprogrammed balance of approximately \$43,000 (includes federal, state, and county funds) of fiscal year 1959 FAS funds remains available to Benton County.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. Engr., County & City Relations

JFH:me

Rec'd. 5/29/57
502-1039
Cont. No. 4974

5/29/57

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 13, 1957

Salem, Oregon

SUBJECT: Options

Alsea Hwy.-Beaver Crk. School Sec.
Decker Road FAS 206To: C. G. Swenson
County & City Relations Engr.
OFFICE

Attached you will find 18 option forms in quadruplet covering right of way to be acquired in connection with Alsea Highway-Beaver Creek School Section of Decker Road FAS 206 in Benton County. This contract is scheduled for letting May 16, 1957.

Please have the County return at least a conformed copy of the signed options, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We are forwarding, under separate cover, 5 prints of map 8B-5-5 covering this area and bearing our date of May 13, 1957.

26456	?	0.06	acre	
26457	Bruce & Betty Starker	0.23	"	
26458	Daniel & Verda Farmer	0.23	"	
26459	S. J. Ervin	0.45	"	
26460	Floyd & Rose Low	0.01	"	
26461	Gorden T. & Thelma Larson	0.58	"	
26462	Joseph & Gladys Nissen	0.61	"	
26463	Bruce & Elizabeth Starker	0.2	"	
26464	Glenn & Mary E. Decker	0.08	"	
26465	Leslie R. Hobin	0.84	"	p-1
		0.28	"	p-2
26466	Glenn Ivan & Mary E. Decker	0.44	"	
26468	Claude L. Decker	0.9	"	
26470	James Arthur Knox	0.35	"	
26471	Ruth Decker Bldgett	0.27	"	
26472	Edward G. & Augusta Jorgenson	0.12	"	
26473	Albert D. & Vera F. Davis	0.02	"	
26474	Charles & Bessie M. Liska	2.13	"	p-1
		0.46	"	p-2
26475	William Park	0.38	"	p-2
		1.50	"	p-1

option forms delivered
to County May 14.

MM
blr
enc. 18 options
cc: R. L. Porter
cc: E. J. Benner

NOTED
C. G. SWENSON

Earl F. Saling
Earl F. Saling
Right of Way Office Manager

NOTED

5-3-57 Oregon Project S-139(4)
RESOLUTION FAS 206

WHEREAS, a county road in Benton County, State of Oregon, known as the Alsea Highway-Greenberry County Road, is routed through the County of Benton, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Benton County, the section adopted for improvement being more particularly described as follows; to wit:

From the junction of FAS 206 with FAS 144, easterly to the westerly terminus of Oregon Project S-139(3), a distance of 4.64 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Benton will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Benton County, Oregon, that no encroachments will be permitted on the county road known as the Alsea Highway-Greenberry County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Benton County, Oregon, this 3rd day of May, 1957.

By:

County Judge B. E. Laskin

County Commissioner Walter Schmitt

County Commissioner A. H. Saxton

ATTEST:

Ralph P. Schindler
County Clerk

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 1, 1957

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Alsea Junction-Beaver Creek School Section of FAS 206 upon which bids will be received May 10th.

The agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$165,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than May 10th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

JFH:mm
Encl.

MEMO TO J. W. NASH

NOTED
Harold C. Ayers April 15, 1957

FAS 206, Benton County
Alsea Highway-Beaver Creek School Section

From the junction of FAS 206 with FAS 144 easterly to the westerly end of Oregon Project S-139(3), Beaver Creek School-Twin Bridges section.

Grade and drain to an improved grade and alignment, place base material, and place a crushed rock or gravel leveling course 28' in width. Benton County will place a type O-11 wearing surface 20' in width with 4' shoulders after completion of FAS project.

Right-of-way width: 60'.
Project length: 4.64 miles.

Funds:	Federal	\$ 96,600
	State	32,200
	County	32,200
	Total	\$161,000

NOTED
John D. Graham

The existing road within the project limits is a 16' wide light gravel wearing surface on a 24' wide roadway. The existing road adjacent to the easterly end of the project has a 20' wide oil mat wearing surface with 4' shoulders in good condition. All but the oil mat was constructed under Oregon Project S-139(3). The westerly end of the project is also the westerly terminus of the FAS route.

The existing alignment has several sharp horizontal curves and some irregularity in the grade line, all of which is being corrected by the proposed project.

An existing bridge over Greasy Creek is an untreated timber pile trestle bridge 67' in length, having a horizontal clearance of 17'-3" and a rating of H-14. It is proposed that this bridge will remain in place throughout the balance of its useful life which is estimated to be 5 to 7 years. It will eventually be replaced with a permanent type structure of standard design.

No railroad crossings.
No airport involved.
Not affected by water development project.
No revision or addition to FAS System involved.

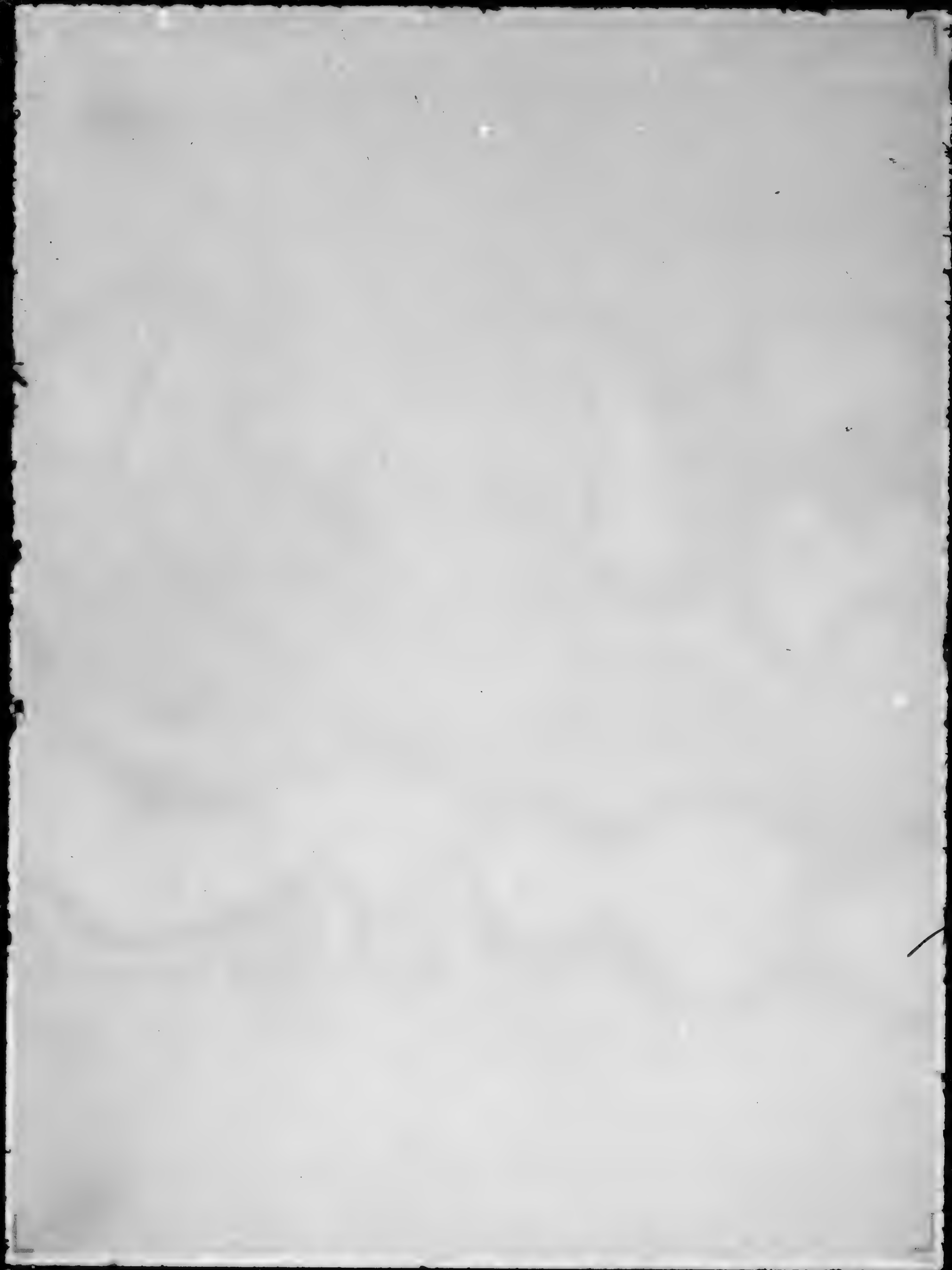
The oil mat wearing surface to be placed after completion of FAS project will be constructed to approved state standards.

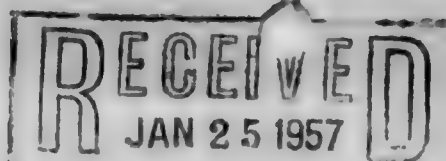
Supporting data for FAS 206 was furnished with Oregon Projects S-139(1), S-139(2), and S-139(3).

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

JFH:ma





LOCATION PROSPECTUS, ALSEA HIGHWAY-BEAVER CREEK SCHOOL SECTION
FAS 206, BENTON COUNTY DEVIATIONS

1-22-57

The following prospectus is submitted regarding the Alsea Highway-Beaver Creek School Section of F.A.S. 206, Benton County Road, Route No. 24, Section "A". The westerly terminal of the project is approximately 6 miles southwesterly of Philomath. The easterly terminal of the project is the westerly end of the Beaver Creek School-Twin Bridges Section constructed in 1956. The overall length of the project is 4.7 miles.

The route follows the existing alignment for 3.7 miles, as staked by W. C. Galloway for Benton County in 1948, and 1 mile of new location, as established in 1923. An existing fill is in the process of sloughing and will require some investigation by the Soils Department. Routine soils investigation will be made to determine the base design. An existing timber bridge is to be replaced with a culvert. Other drainage structures are to be adjusted as required.

The 1955 ADT is 75, the projected 1975 ADT is 150. This is to be a Class "E"-45, modified, with maximum curvature of 10° and a maximum grade of a substandard 7%. The tentative base design by Ray Webber is as follows:

<u>On New Grading</u>		<u>Over Existing Roadway</u>	
Bottom Course Base	11" to 14"	Bottom Course Base	9"
Leveling Course	<u>1½"</u>	Leveling Course	<u>1½"</u>
Total	12½" to 15½"	Total	10½"

The typical roadbed section is to be two 10-foot running lanes with 4-foot shoulders.

The grade climbs from approximately an elevation of 425 feet on the Alsea Highway to an elevation of 600 feet, then drops back to about 340 feet at the Beaver Creek School end. There are now 24 curves, 12 in each direction, 500° 58½' to the left and 456° 54½' to the right.

Deviation from the standards set forth, for this class of highway, in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated, the deviation being the 7% grade mentioned above.

This project will have unrestricted access. It will connect with the Alsea State Highway on the northern end and with existing county road on the southerly. As mentioned in paragraph 2, one bridge will be replaced with culverts. There is one other bridge on the project, this being at Greasy Creek near the north end of the project. All other stream crossings use culverts. It is not anticipated that anything will be done with these crossings except to extend culverts where necessary.

Mr. Saxton, Benton County Commissioner, has requested that pit run gravel be used in the bottom course base. Haul from the pit he recommends is nine miles to the Beaver Creek end of the project. No nearer sources are known at this time. Leveling rock is said to be scarce except through commercial plants at Corvallis.

NOTED
C. G. SWENSON

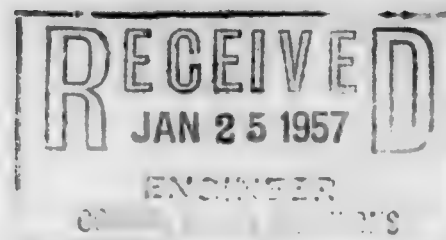
LOCATION PROSPECTUS, ALSEA HIGHWAY-BEAVER CREEK SCHOOL SECTION,
FAS 206, BENTON COUNTY

The proposed project is to be built with funds available under the F.A.S. program. Right of way acquisition and supervision of construction is to be made by the county.

January 22, 1957

Attachment

cc W. C. Williams
 Forrest Cooper
 G. S. Paxson
 Tom Edwards
 J. D. Walker
 Cannon Jones
 C. H. Armstrong
 D. J. Barbee
 Jay Blair
 F. B. Crandall
 R. C. Edgerton
 Frank Hall
 J. W. Nash
 C. G. Polk
 R. L. Porter
 S. H. Probert
 P. M. Stephenson ✓
 C. G. Swenson
 Ray Webber (2)

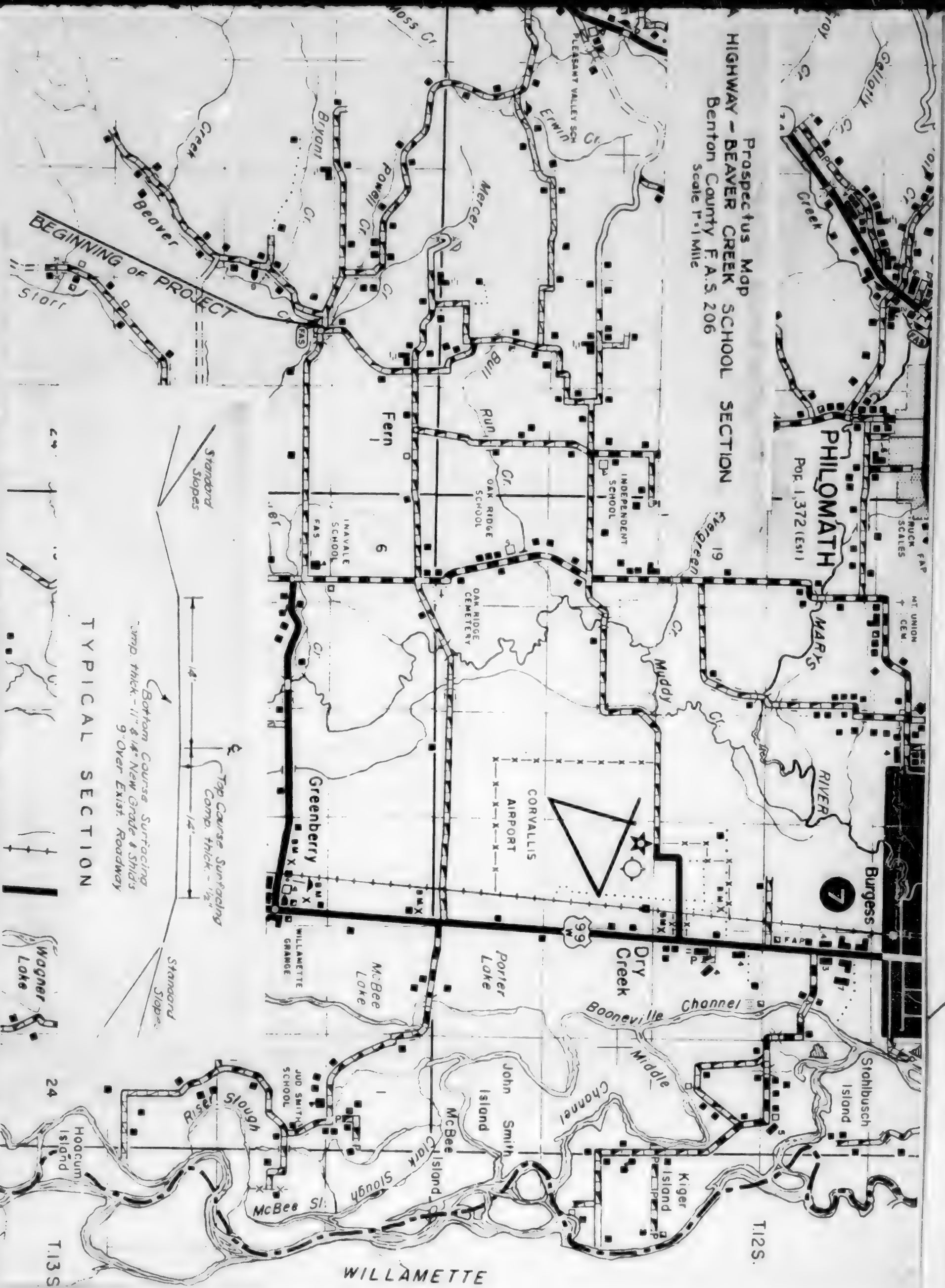




Prospectus Map
ALSEA HIGHWAY - BEAVER CREEK SCHOOL SECTION
Benton County F.A.S. 206
Scale 1" = 1 Mile



Prospectus Map
 Highway - Beaver Creek School Section
 Benton County F.A.S. 206
 Scale 1" = 1 Mile



TYPICAL SECTION

Top Course Surfacing
 Comp. thick - 1 1/2"
 Bottom Course Surfacing
 Comp. thick - 11" & 14" New Grade & Shld's
 9" Over Exist. Roadway

WILLAMETTE

November 20, 1956

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
Harold C. Ayers

Gentlemen:

The Highway Commission approved on November 8th the FAS project as described in the attached tabulation which is believed to conform with the county's request. The Highway Commission also approved extension of FAS 206 to a junction with the Alsea Highway. The project and route extension will now be submitted by this office to the Bureau of Public Roads for approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

BENTON COUNTY
PROPOSED PROJECT

FAS 206 - Alsea Highway-Beaver Creek School Section, Approximately 4.7 Miles, \$150,000. This section extends from the junction of FAS 206 with FAS 144 (Alsea State Highway) approximately six miles southwest of Philomath, easterly to the west end of the Beaver Creek School-Twin Bridges project constructed in 1956.

The proposed project is to grade, drain, and place base and leveling course to a width sufficient to permit a completed roadway of a 20' wide oil mat with 4' shoulders. A short timber structure over Powell Creek should be replaced with a pipe or box culvert. The condition of the existing timber bridge over Greasy Creek should be investigated and its replacement as part of the FAS project determined from the results of this investigation. The horizontal alignment of the easterly 0.9 mile should be improved by easing two or three curves. The balance of the project would consist primarily of widening the existing road.

Mr. Saxton, Benton County Commissioner, has specifically requested that pit run gravel be used in the bottom course base, as was done on the adjacent Beaver Creek School-Twin Bridges section constructed in 1956, unless other base material of comparable cost can be provided.

10/25/56
(56-r)

S-336(1) Netell, Stavebolt and Big 1957
S-195(2) Cr. Bridges on Lewis and
#4975 Clark River Rd.

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 10, 1968

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4975
(VOUCHER NO.)

7 Final
(WARRANT NO.)

Workman & Wilson General Contractors
(AMOUNT) (DATE)

15308

W216966

\$10,722.03

7-10-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapewick
ACCOUNTING DIVISION

Specified completion date: 180 workdays from 6-10-57

Time Extensions: ~~XXXXXXXXXX~~ None

Completion Date: June 1, 1958

Date Accepted: June 19, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: July 11, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed JUL 11 1958
gpcw

NOTED ON CARD
CME

**OREGON STATE HIGHWAY DEPARTMENT
INVOICE**

INVOICE NUMBER

68316

DATE

BILLING REQ. NO.

YOUR ORDER NO.

CREDIT DISTRIBUTION

**NOTED
V. R. JONES**

Make checks payable to the Oregon State Highway Department
Harold C. Ayers

Send Remittance To:

OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION

QUANTITY UNIT PRICE TOTAL PRICE

JAN 26 1960

**NOTED
C. G. SWENSON**

**NOTE
JOHN D. GRAHAM**

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$

By

NOTED
September 30, 1959

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Metell, Stavebolt, and Big Creek Bridges on FAS 608 and 756 and for the Blind Slough Bridge on FAS 757. As shown in the attached cost statements, a refund of \$2,309.67 is due the county on the first three bridges and of \$765.71 on the Blind Slough Bridge.

As per my telephone conversation with Judge Boyington on September 30, we will retain these refunds and apply them against the deposit which will be required for the Svenson Island Bridge.

Very truly yours,

W. C. Williams
State Highway Engineer
By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:ma
Att.

OREGON STATE HIGHWAY DEPARTMENT

Completed 6/1/59

ITEMIZED STATEMENT OF FINAL COSTS

County Clatsop

Contract No. 4975

Date February 19, 1959

FAS 608 and 756

Section Netall, Stavebolt and Big Creek Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				\$119,919.00
Construction Engineering				<u>8,243.66</u>
TOTAL CONSTRUCTION COSTS - - - - -				\$128,162.66
FEDERAL FUNDS COLLECTED FOR PROJECT				\$ 78,882.00

Agreed County Share of Total Costs

(50% of difference between total costs and Federal funds)

(\$128,162.66 - \$78,882.00) $\times \frac{1}{2}$ = \$24,640.33

County advance deposit

\$26,950.00

Less County Share

24,640.33

AMOUNT DUE COUNTY - - - - - \$ 2,309.67

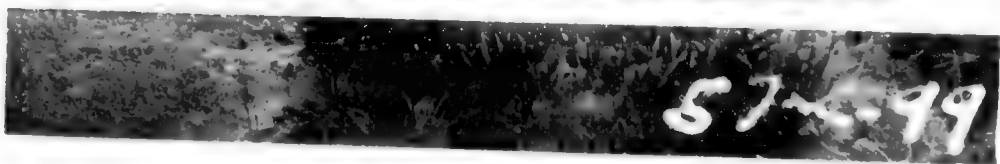
Item	Unit	Price	Total	Total
			Amount	Amount
<u>STATION 1110-2-1</u>				
10. Remove old bridge and provide for traffic	all	3150.00	all	3,150.00
20. Structural excavation	cuy.	2.00	35	700.00
30. Furnish timber piling	lbf.	2.50	740	1,850.00
40. Furnish treated timber piling	lbf.	2.50	2,120	5,300.00
50. Pile splices in place	each	50.00	14	700.00
60. Drive piles	each	90.00	56	5,040.00
70. Class "A" concrete	cuy.	60.00	252	15,120.00
80. Metal reinforcement	lb.	.13	70,000	9,100.00
90. Treated lumber in place	lbf.	310.00	10	3,100.00

<u>STATION 1120-2-1</u>				
10. Remove old bridge and provide for traffic	all	2670.00	all	2,670.00
11. Furnish timber piling	lbf.	2.00	1,620	3,240.00
22. Furnish treated timber piling	lbf.	2.50	1,726	4,315.00
13. Pile splices in place	each	50.00	32	1,600.00
14. Drive piles	each	90.00	48	4,320.00
15. Class "A" concrete	cuy.	60.00	272	16,320.00
16. Metal reinforcement	lb.	.13	61,000	7,930.00
17. Treated timber in place	lbf.	310.00	10.5	3,255.00
18. 8" corr. metal pipe	lbf.	6.00	15	90.00

<u>STATION 1110-2-2</u>				
10. Remove old bridge and provide for traffic	all	4,000.00	all	4,000.00
20. Structural excavation	cuy.	10.00	240	2,400.00
21. Class "A" concrete	cuy.	60.00	270	16,200.00
22. Metal reinforcement	lb.	.13	59,000	7,670.00
23. 8" corr. metal pipe	lbf.	6.00	14	84.00
			Total	119,919.00

FAS 608 County Willamette Contract No. 1000
Section _____
Location Willamette Falls

57-50

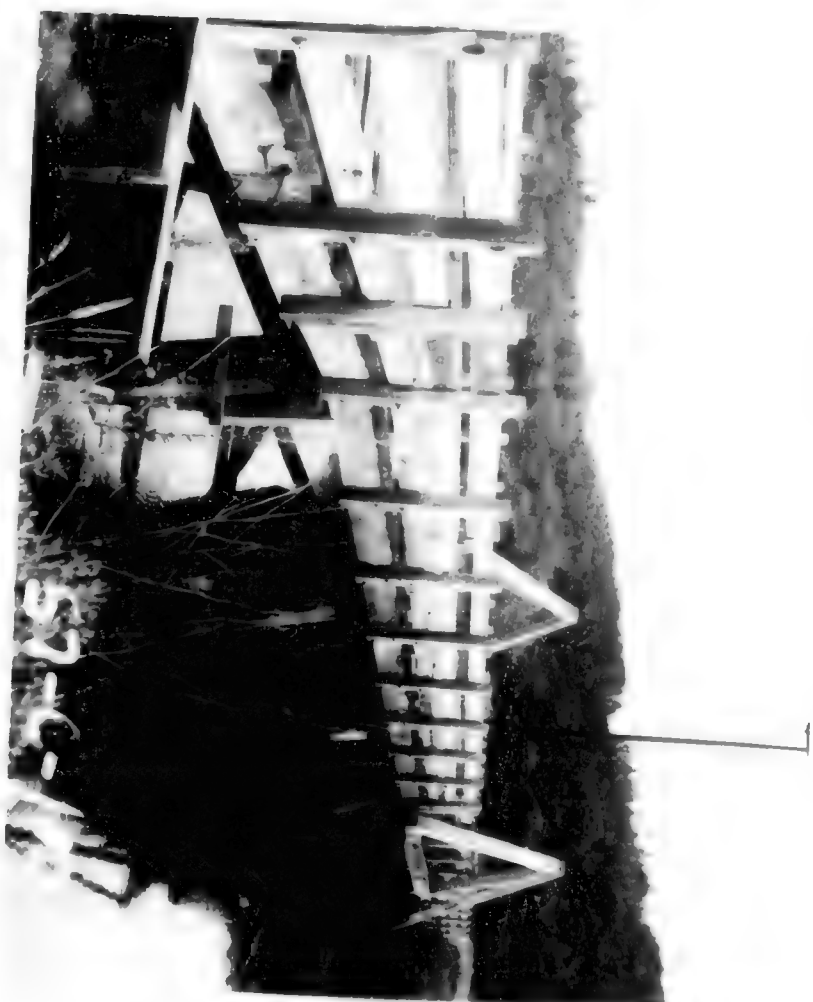




57-C-15



57-C-12



57-C-14



57-C-11

Shaw Clatsop 608
Hawthorn family

Shaw Clatsop 608
Hawthorn family

Shaw Clatsop Co
Hawthorn family

Shaw Clatsop Co
Hawthorn family

RECEIVED
JUN 3 1958

FOR FILING

4975

June 30, 1958

CERTIFIED MAIL

Oleus Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 4975 for Bridge Construction on the Metell, Stavebolt and Big Creek Sections of the Lewis & Clark Road and Hillcrest Loop Road in Clatsop County was completed by the contractor, Workman & Wilson General Contractors, on June 1, 1958, and was formally accepted by the Highway Commission on June 19, 1958.

Final payment in the amount of \$10,722.03 will be released to the contractor on or after July 10, 1958. The total contract amount is \$119,919.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of any work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Amersta & Schram
520 Mead Bldg.
Portland, Oregon

NOTED ON CARD

lm

June 26, 1958

NOTED
Harold C. Ayers

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract 4973 for constructing the Stavebolt and Big Creek Bridges on FAS 608 and 756 was completed on June 1, 1958.

Under the terms of the agreement signed by the court on May 6, 1957, and by the Highway Commission on May 17, 1957, the County agreed to assume maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:be

NOTED
C. G. SWENSON

Exhibit No 49

Monthly Transaction No. RECEIVED SEP 4 - 1957	Form 1-2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
Project Report No. 1-336(1) 3	FEDERAL-AID PROJECT AGREEMENT 9-3-57	
State Oregon County Clatsop Project No. 8-336(1)		
The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.		
Project termini Big Creek Bridge approx. 1.3 miles south of Junction FAP-1, (a County Road).		
Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4/3/57	0.1
Other (Specify)		
FUNDS		
Estimated total cost of project \$ 33,574.20	Federal funds \$ 20,700.00	
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.		
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department)		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By <u>Christ Rymels</u> Chairman, State Highway Commission (title)		By <u>C. Polk</u> Division Engineer
By <u>Member, State Highway Commission</u> (title)		Date executed by Division Engineer September 3, 1957
By <u>Member, State Highway Commission</u> (title)		

Oregon State Highway Department

Federal Aid Secondary
Project No. S-336(1)

BIG CREEK BRIDGE ON THE HILLCREST LOOP ROAD

IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 2, 1937

Type Code X021

Big Creek Bridge (Sta. 5+05 to Sta. 6+55) (Contract No. 4975)

All Required	Remove Old Bridge and Provide for Traffic	\$	\$ 4,000.00
240 cu. yds.	Structural Excavation	10.00	2,400.00
270 cu. yds.	Class "A" Concrete	60.00	16,200.00
99,000 lbs.	Metal Reinforcement	0.13	7,670.00
42 lin. ft.	6-inch Corrugated Metal Pipe	6.00	252.00
	Subtotal		\$ 30,522.00
	10% Engr. & Cont.		3,052.20
	Total		\$ 33,574.20

Length of Structure 0.029 Mile

Federal Funds.....	\$ 20,700.00
State Funds.....	6,437.10
County Funds.....	6,437.10
	<u>\$ 33,574.20</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Clatsop County with the Highway Department.

RECEIVED MONTHLY TRANSACTION NO. SEP 1 - 1957	Form -2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 336(1) - 3	FEDERAL-AID PROJECT AGREEMENT		County Clatsop
			Project No. 8-195(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Metall Bridge on west loop at approximate junction east and west loops, FAS 608; Stavebolt Bridge approx. 0.3 mile north on east loop from southerly junction of east and west loops, FAS 608, on Lewis & Clark River County Road.**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4/3/57	0.1
Other (Specify)		

FUNDS

Estimated total cost of project \$ 98,279.50	Federal funds \$ 60,800.00
--	--------------------------------------

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By

Christie Reynolds

Chairman, State Highway Commission

(title)

By

Member, State Highway Commission

(title)

By

W. H. H. H. H.

Member, State Highway Commission

(title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By

C. J. Polk

Division Engineer

Date executed by

Division Engineer **September 3, 1957**

Proctor

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-195(2)

NAVELL AND STAYBOLT BRIDGES ON THE
LEWIS AND CLARK RIVER ROAD IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 2, 1937

Type Code X021

Navell Bridge (Sta. 0+61 to Sta. 2+61) (Contract No. 4975)

All Required	Remove Old Bridge and Provide for Traffic	\$	\$ 3,150.00
35 cu. yds.	Structural Excavation	2.00	70.00
740 lin. ft.	Furnish Timber Piling	2.00	1,480.00
2,120 lin. ft.	Furnish Treated Timber Piling	2.50	5,300.00
14 only	Pile Splices in Place	50.00	700.00
56 only	Drive Piles	90.00	5,040.00
252 cu. yds.	Class "A" Concrete	60.00	15,120.00
70,000 lbs.	Metal Reinforcement	0.13	9,100.00
10 M-FIM	Treated Lumber in Place	310.00	3,100.00
			<u>\$ 43,060.00</u>

Type Code X021

Staybolt Bridge (Sta. 5+85 to Sta. 7+95) (Contract No. 4975)

All Required	Remove Old Bridge and Provide for Traffic	\$	\$ 2,650.00
1,620 lin. ft.	Furnish Timber Piling	2.00	3,240.00
1,728 lin. ft.	Furnish Treated Timber Piling	2.50	4,320.00
30 only	Pile Splices in Place	50.00	1,500.00
48 only	Drive Piles	90.00	4,320.00
272 cu. yds.	Class "A" Concrete	60.00	16,320.00
10.5 M-FIM	Treated Timber in Place	310.00	3,255.00
81,000 lbs.	Metal Reinforcement	0.13	10,530.00
25 lin. ft.	8-inch Corrugated Metal Pipe	6.00	150.00
			<u>\$ 46,285.00</u>

Subtotal \$ 89,345.00
10% Engr. & Cont. 8,934.50
Total \$ 98,279.50

Length of Structures 0.078 Mile

Federal Funds.....	\$ 60,800.00
State Funds.....	18,739.75
County Funds.....	18,739.75
	<u>\$ 98,279.50</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Clatsop County with the Highway Department.

INVOICE

NOTED NO.
Harold C. Ayers

Oregon State Highway Department

SALEM, OREGON

Clatsop County
Astoria, OregonRECEIVED
JUN 6 - 1957

Invoice No. 50843

Date June 5, 1957

Your Req. No.

Billing Request No. 00 326

Credit distribution: 504-1078-297

Attn: County Court

Advance Deposit

26,950.00

Netell, Stavebolt, & Big Creek Bridges, FAS 608 and 756, covered
by agreement dated May, 1957.

Partial transfer county's share total costs.

To be retained

21,950.00
5,000.00NOTED
D. G. SWENSON

State Printing 96066

CASH WITH REQUEST \$
By

ACKNOWLEDGMENT OF BILLING REQUEST

RECEIVED
JUN 20 1957

FOR FILING

4975

May 31, 1957

Workman & Wilson
Route 1, Box 30
Canby, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your proposal for construction of the Nettie, Stavebolt bridges on Lewis and Clark River Road, and the Big Creek bridge on Hillcrest Loop Road in Clatsop County for the sum of \$119,867, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4975.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cjd

cc - Tom Edwards
H. H. Probert
R. G. Savage, OAC
P. M. Stephenson

NOTED
J. Mc C.

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Wash.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 31, 1957

Clatsop County Court
P. O. Box 179
Astoria, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of \$26,950 in connection with the Netell, Stavebolt, and Big Creek Bridges on FAS 608 and 756. Contract No. 4975 has been awarded to Workman & Wilson and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
DONALD G. MALARKEY, COMMISSIONER
MARY HAY, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL Supt.
RAYMOND D. LUCE, CORONER
EMIL BERG, ASSESSOR

NOTED
J. P. JONES

NOTED
John F. Hagemann

ASTORIA, OREGON.

May 29, 1957

NOTED
Harold C. Ayers

Oregon State Highway Dept.,
Mr. J. F. Hagemann, City County Relations Engr.,
Salem, Oregon.

Re: Right of way, Netel, Stavebolt,
and Big Creek Bridges.

Dear Mr. Hagemann:-

This is to assure you that all necessary right of way for the above captioned bridges has been secured. Surveys and descriptions have been made, agreements entered into for the right of way required and deeds will be executed as soon as practicable. One deed is signed and at hand, another is to be signed May 31, these two deeds covering Stave Bolt Bridge. The Big Creek Bridge deed is in the lawyers hands being prepared and will be signed as soon as ready. No additional right of way is necessary at the Netel Bridge at this time.

Maps of the various parcels are herewith enclosed.

Very truly yours,

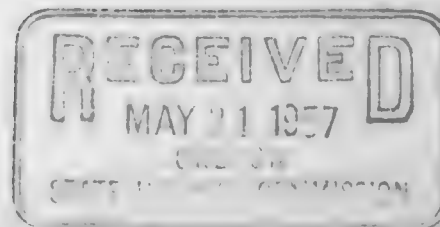
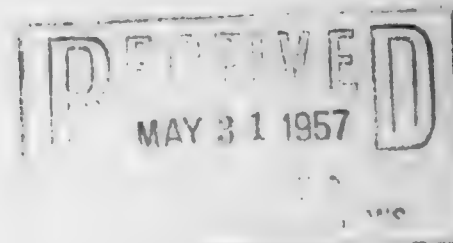
Robert B. Shefler
Robt B. Shefler,
County Engr.

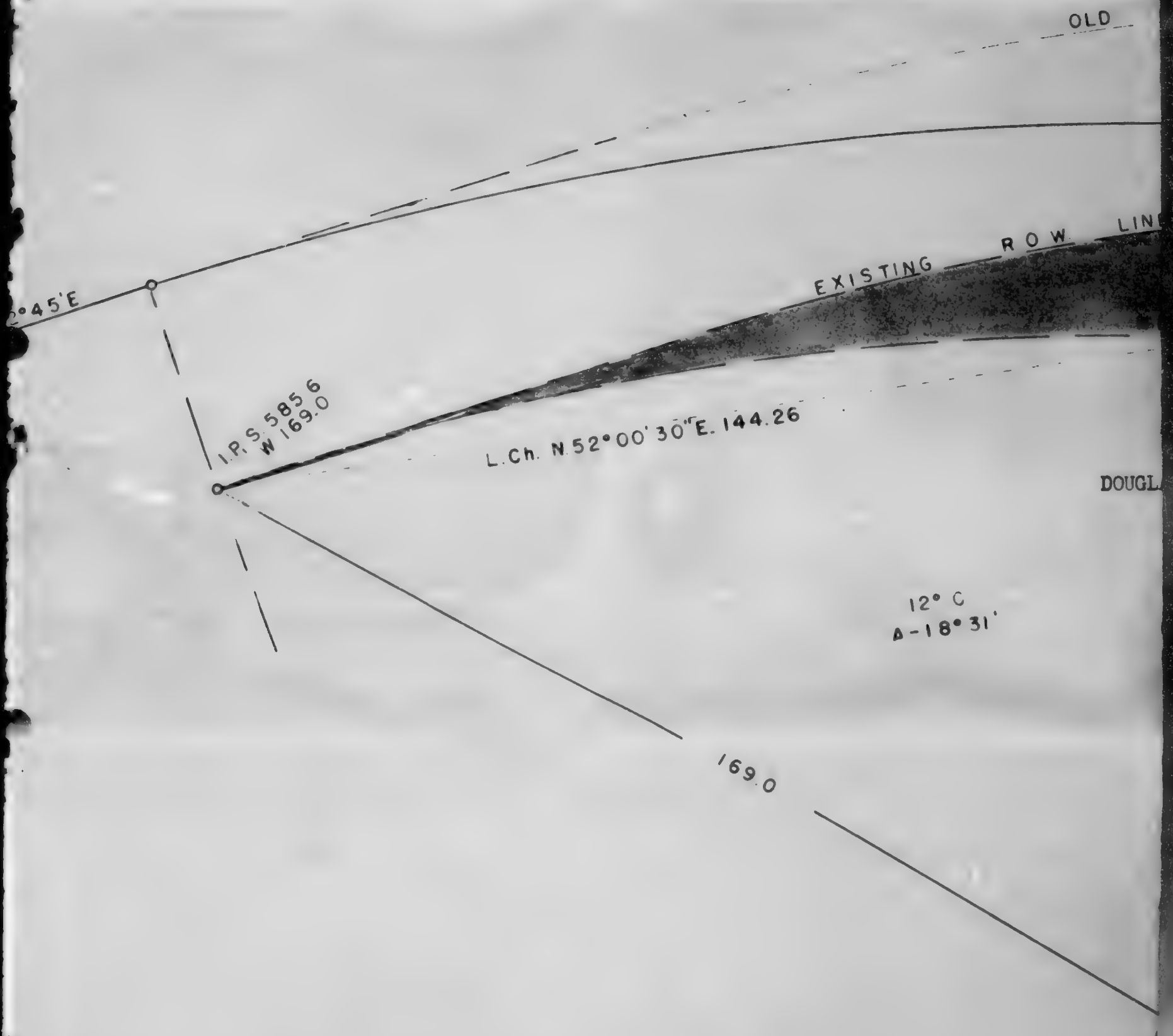
cc County Court.

NOTED
C. G. SWENSON

Gardner notified by
phone May 31, 1957

NOTED
John F. Hagemann







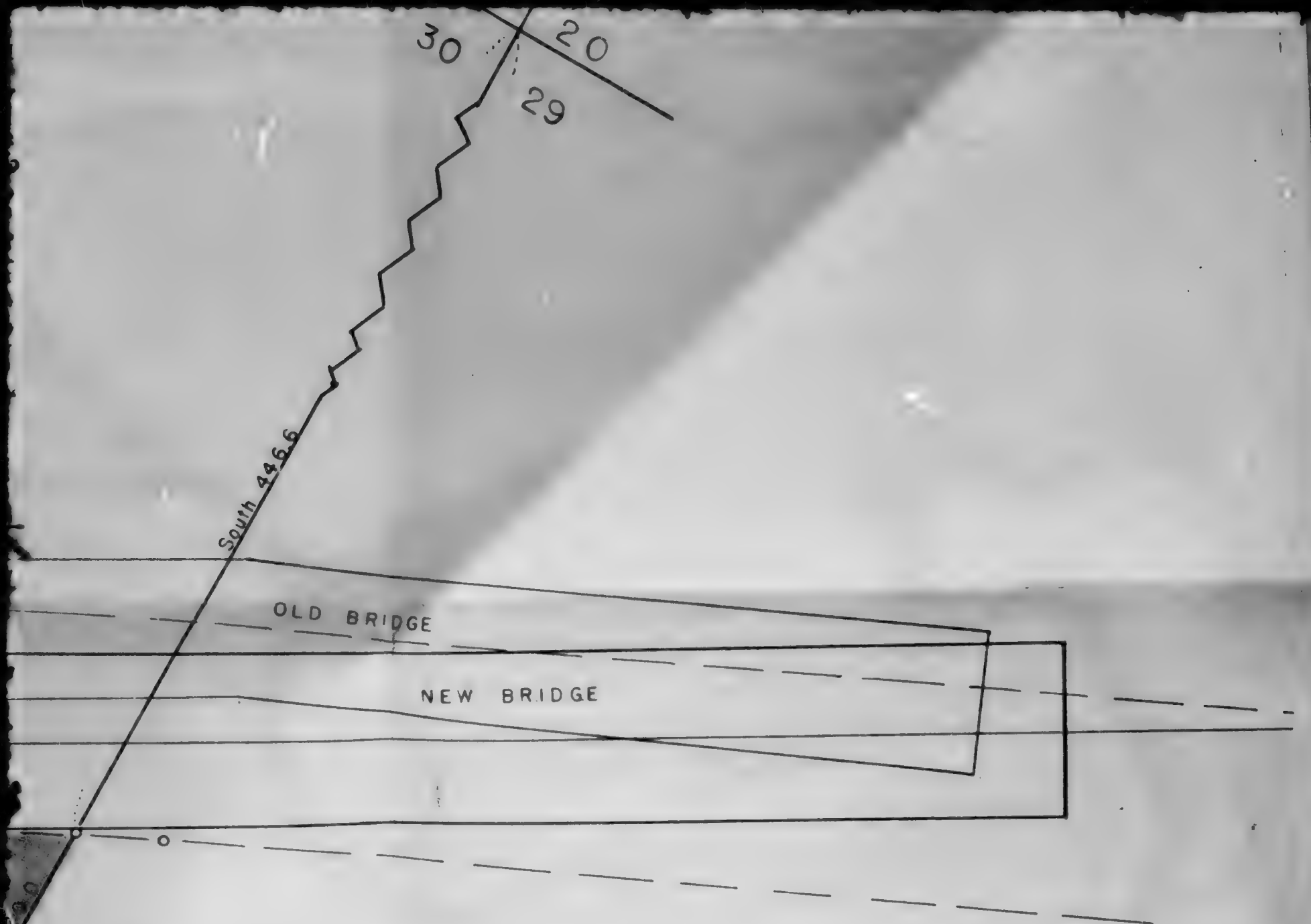
CLATSOP COUNTY, OREGON.

BIG CREEK BRIDGE

MAP SHOWING ADDITIONAL RIGHT OF WAY

SCALE 1" = 20' MAY 1957

R. B. SHEFLER CO. ENGR.



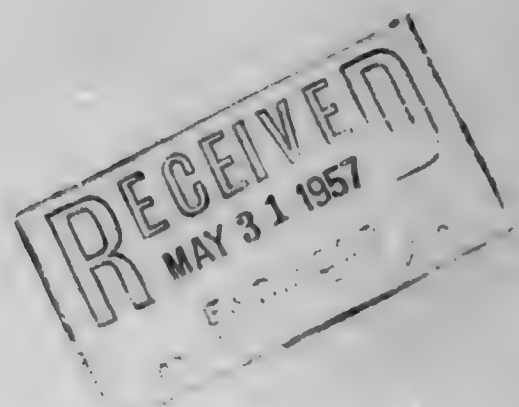
CLATSOP COUNTY, OREGON.

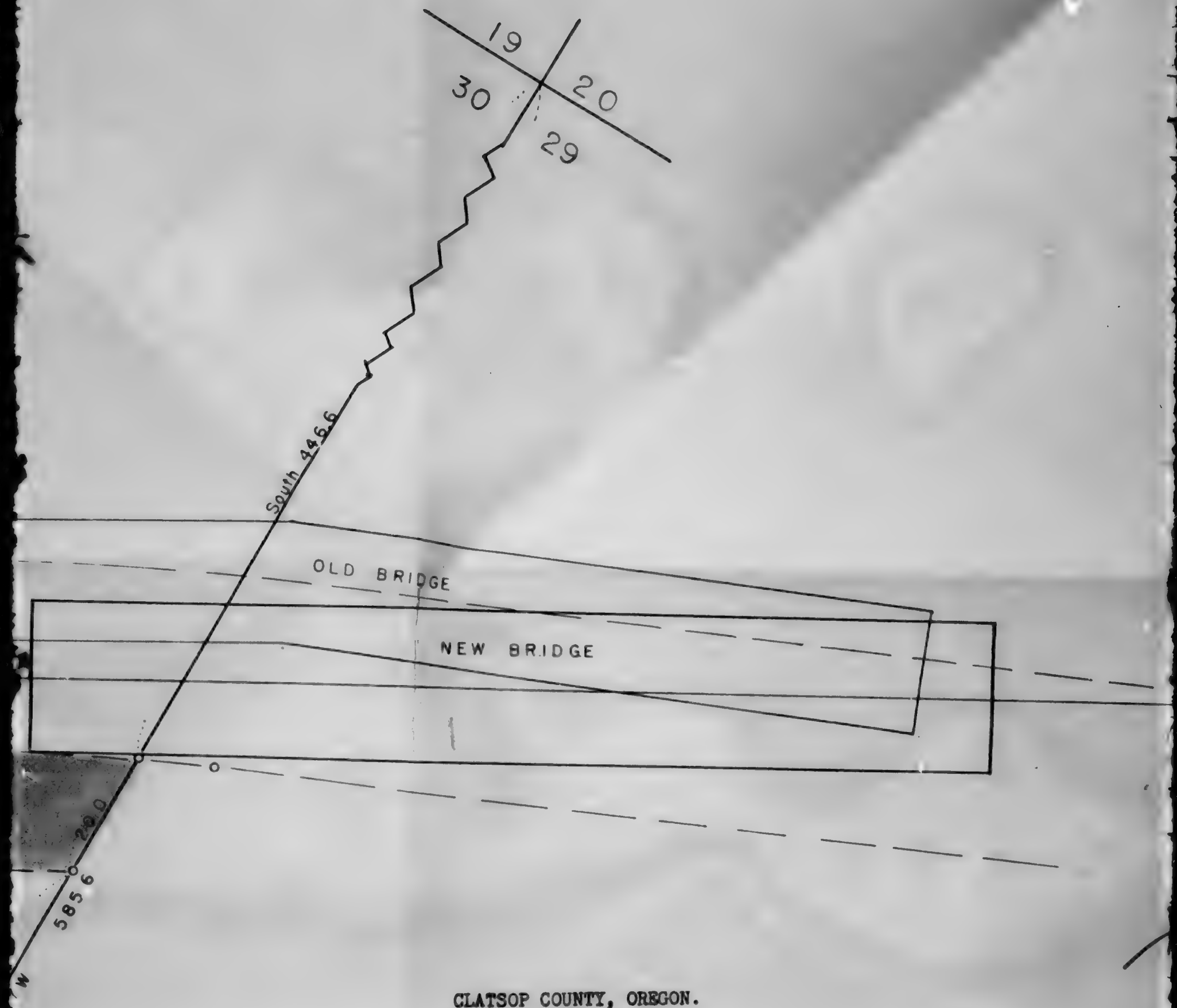
BIG CREEK BRIDGE

MAP SHOWING ADDITIONAL RIGHT OF WAY

SCALE 1" = 20' MAY 1957

R. B. SHEFLER CO. ENGR.





CLATSOP COUNTY, OREGON.

BIG CREEK BRIDGE

MAP SHOWING ADDITIONAL RIGHT OF WAY

SCALE 1" = 20' MAY 1957

R. B. SHEFLER CO. ENGR.

NEW RIGHT OF WAY IN GREEN

COLUMBIA HUDSON LUMBER COMPANY

WEST 1751.5' from the
1/4 Cor. Between
Sec's 19 & 20.,
Tp 7 N. R 9 W.

SHOWING

LOT 6

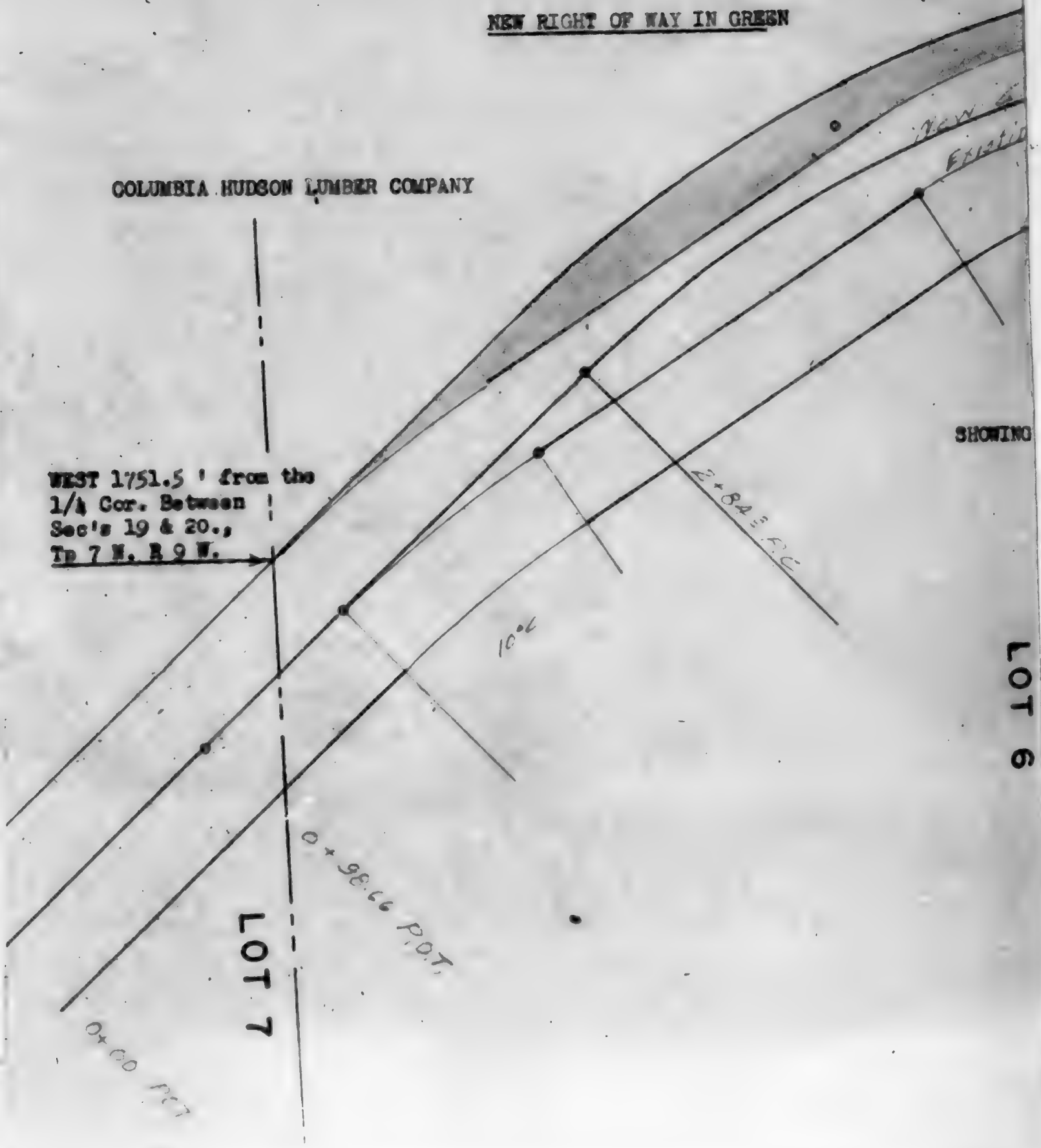
LOT 7

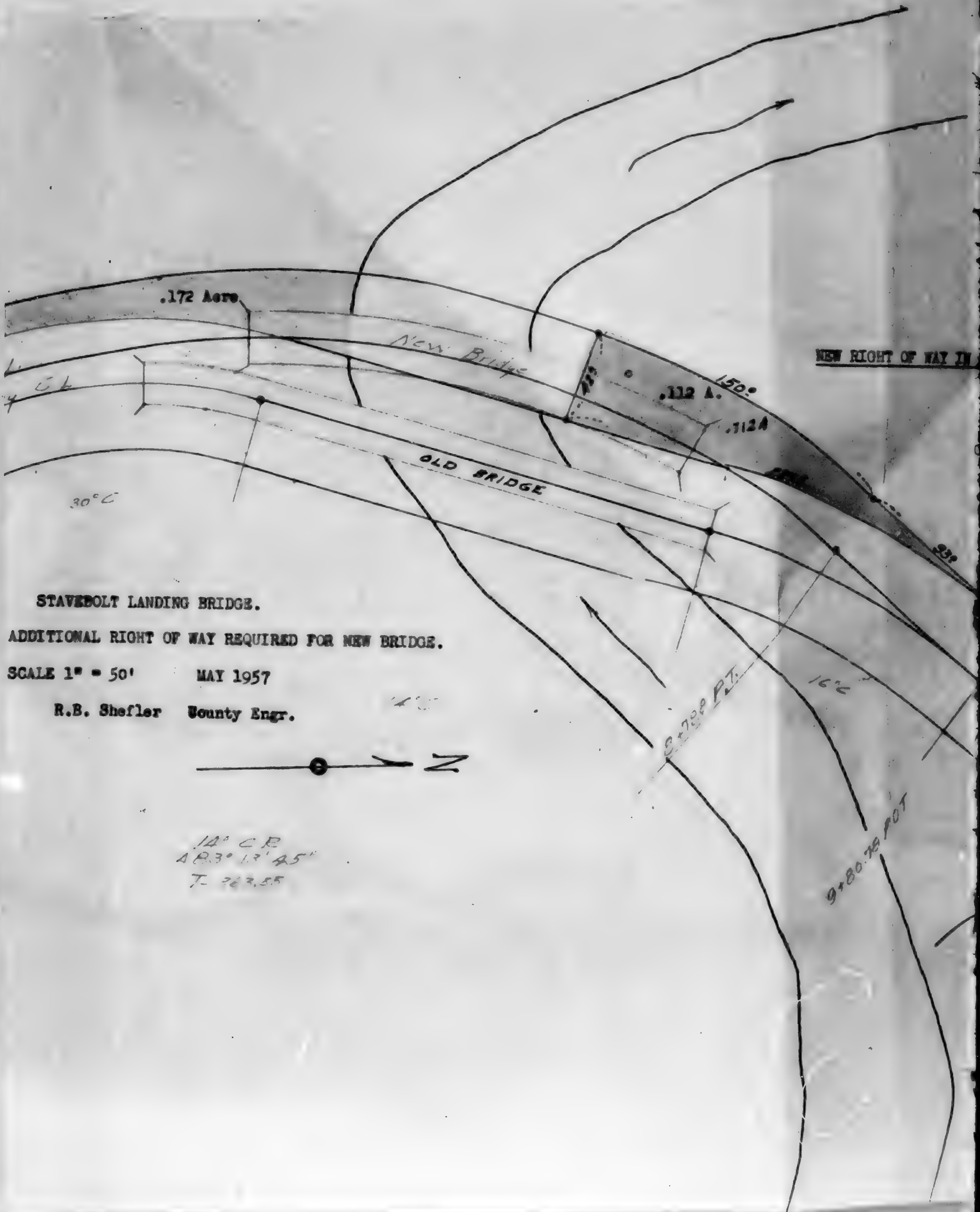
10°

2+84.11 P.C.

0+98.66 P.O.T.

0+00 P.C.T.





STAVEDOLT LANDING BRIDGE.

ADDITIONAL RIGHT OF WAY REQUIRED FOR NEW BRIDGE.

SCALE 1" = 50' MAY 1957

R.B. Shefler County Engr.

14° CR
483° 13' 45"
T= 263.55

NEW RIGHT OF WAY IN RED.

(HILLSTROM)

GRACE E. HOLPA.

South 2026.1' and West 1169.3'
from Sec. Corner Sections
17-18-19 & 20, Tp 7 N, R 9 W. W.

LOT 3

RECEIVED

JUN 10 1957

FOR FILING

1-22-11*
1-12-2)
4-1-75

Salem, Oregon
May 23, 1957

FAS Project Agreements
Clatsop County, FAS 608 & 756

Mr. C. G. Swenson
City & County Relations Dept.
Office

Finance #157
Maint. #308

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies each of two maintenance agreements and one conformed copy of a finance agreement with Clatsop County covering the Big Creek, Netell and Stavebolt Bridges on FAS 608 and 756 in Clatsop County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Clatsop County.

Secretary

rn
Attach:



GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
DONALD G. MALARKEY, COMMISSIONER
MARY HAY, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

Astoria, Oregon.
May 20, 1957.

NOTED
Harold C. Ayers

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

Enclosed Warrant #90989 in the amount of
\$26,950.00 as per agreement between the County and
State for advance deposit on construction of the
Netel, Stavebolt and Big Creek bridges on FAS 608
and 756.

Yours very truly,

MARY HAY, COUNTY CLERK

By

Catherine Fleming

*Warrant to Accty Dew 5-22
Honey*

RECEIVED
MAY 22 1957

RECEIVED
MAY 21 1957
ORIGIN
STATE HIGHWAY COMMISSION

May 17, 1957

Clatsop County Court
P. O. Box 179
Astoria, Oregon

Gentlemen:

On May 16th a satisfactory bid was received from Workman & Wilson of Canby for construction of the Metell, Stavebolt, and Big Creek Bridges on FAS 608 and 756. As per the agreement between county and state the following advance deposit is required prior to award of a contract.

Bid Items	\$119,867.00
12-1/2% Eng'ring & Contingencies	14,983.38
Estimated Total Cost.....	\$134,850.38

County Advance Deposit of 20%... \$ 26,950.00

Please make this deposit by a check or warrant in the amount of \$26,950 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all required right-of-way has been obtained, a contract will be signed.

Based on the above estimate an unprogrammed balance of fiscal year 1959 FAS funds of approximately \$33,000 (includes federal, state, and county funds) remains available to Clatsop County.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:em

*Received
5/22/57
R/W OK on 5/24/57
5/24/57*
504-1078

5-6-57
RESOLUTION

Oregon Project S-336(1)
FAS 756

WHEREAS, a county road in Clatsop County, State of Oregon, known as the Hillcrest Loop County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clatsop County, the section adopted for improvement being more particularly described as follows; to wit:

A bridge over Big Creek located approximately 0.7 mile south of the Knappa School.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop County, Oregon, that no encroachments will be permitted on the county road known as the Hillcrest Loop County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clatsop County, Oregon, this 6th day of May, 1957.

By:

County Judge

Guy Bevington

County Commissioner

James Thurston

County Commissioner

Arnold L. Melander

ATTEST:

MARY HAY

County Clerk

Jean Brunner
deputy

5-6-57

RESOLUTION

Oregon Project 3-195(2)
FAS 608

WHEREAS, a county road in Clatsop County, State of Oregon, known as the Lewis & Clark River County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clatsop County, the section adopted for improvement being more particularly described as follows; to wit:

The Metell Bridge over the Lewis & Clark River immediately south of the Metell Grange and the Stavebolt Bridge over the Lewis & Clark River approximately 1.5 miles north of Melville.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop County, Oregon, that no encroachments will be permitted on the county road known as the Lewis & Clark River County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clatsop County, Oregon, this 6th day of May, 1957.

By:

County Judge

Cur B. Broughton

County Commissioner

Chris. Peterson

County Commissioner

Amos L. Maloney

ATTEST:

MARY HALL

County Clerk

By Jean Brunner
Deputy

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 1, 1937

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies each of two maintenance agreements, six copies each of two encroachment resolutions, and a set of plans and specifications in connection with the Netell, Stavebolt, and Big Creek Bridges on FAS 608 and 756 upon which bids will be received May 17th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$137,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than May 10th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mmm
Encl.

NOTED
Harold C. Ayers

Memo to J. W. Nash

March 12, 1957

FAS 608, Clatsop County
Netell and Stavebolt Bridges (2) over Lewis & Clark River

The Netell Bridge is over the Lewis & Clark River and is located on the westerly loop of FAS 608 immediately west of the northerly junction of the easterly and westerly loops of FAS 608 near the Netell Grange hall and approximately 4 miles south of the junction at Miles Crossing of FAS 608 with FAP Route 2.

The Stavebolt Bridge is over the Lewis & Clark River and is located on the easterly loop of FAS 608 approximately 0.3 mile northerly from the southerly junction of the east and west loops of FAS 608.

Netell Bridge: Construct a reinforced concrete bridge on treated timber piling 200' in length and having a horizontal clearance of 24'. This bridge will be on the same location as the existing structure.

Stavebolt Bridge: Construct a reinforced concrete bridge on treated timber piling 210' in length and having a horizontal clearnace of 24'. This bridge will be constructed on a 14° curbe which will place it immediately west of and adjacent to the existing structure.

Clatsop County will construct road approaches as required for both bridges without Federal cooperation.

Right-of-way width: Netell Bridge, 50' Stavebolt Bridge, 80'

Funds:	Federal	\$ 60,000
	County	20,000
	State	20,000
	Total	\$100,000

The existing Netell Bridge is 225' in length and has a horizontal clearance of 19'. It is composed of a 40' untreated timber "A" frame with untreated pile trestle and timber approach spans. This structure has deteriorated to the point that it is no longer adequate for present traffic.

The existing Stavebolt Bridge is 268' in length having a horizontal clearance of 19'-1". It is composed of a 60' untreated timber pony truss and untreated pile trestle approaches. This structure is no longer adequate for present traffic due to deterioration.

The existing road on each side of the Netell Bridge is a 16' wide oil mat wearing surface with 2' to 3' shoulders in fair condition. The existing road on each side of the Stavebolt Bridge is a 16- to 18- wide oil mat wearing surface with 2' to 3' shoulders. Approximately 150' of new road approach on each end of the new structure will be constructed by Clatsop County to a 20' wide bituminous wearing surface with 2' shoulders.

No substandard existing alignment and grade within project limits for Netell Bridge section.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

Memo to J. W. Nash
(FAS 608, Clatsop County)

-2-

March 12, 1957

Existing curves at each end of existing Stavebolt Bridge are approximately 18° which is the minimum for the present traffic volume and topography. The new structure will be part of a 14° curve which will correct this condition. The existing grade is standard.

Existing major structures: Described above.

No existing railroad crossings within the project limits.

No airports in vicinity of project.

Project not affected by water development project.

No revision or addition to FAS System are involved as line change in connection with Stavebolt Bridge is too minor to show on general highway map.

The road approach work to be performed by Clatsop County will meet approved highway standards.

Supporting data for this route was submitted under Oregon Project S-195(1), Miles Crossing-Lewis & Clark River section.

JFH:mm

Memo to J. W. Nash
(FAS 608, Clatsop County)

-2-

March 12, 1957

Existing curves at each end of existing Stavebolt Bridge are approximately 18° which is the minimum for the present traffic volume and topography. The new structure will be part of a 14° curve which will correct this condition. The existing grade is standard.

Existing major structures: Described above.

No existing railroad crossings within the project limits.

No airports in vicinity of project.

Project not affected by water development project.

No revision or addition to FAS System are involved as line change in connection with Stavebolt Bridge is too minor to show on general highway map.

The road approach work to be performed by Clatsop County will meet approved highway standards.

Supporting data for this route was submitted under Oregon Project S-195(1), Miles Crossing-Lewis & Clark River section.

JFH:vm

NOTED
Harold C. Ayers

Memo to J. W. Nash

March 12, 1957

FAS 756, Clatsop County
Big Creek Bridge

This bridge is located approximately 1.3 miles southwesterly from the junction of FAS 756 with FAP Route 1 near the Knappa Grade School.

Construct a reinforced concrete bridge 150' in length having a horizontal clearance of 24 feet. The bridge will be on the same site as the present structure. Clatsop County will construct road approaches as required without Federal cooperation.

Right-of-way width: 60'

Funds	Federal	\$30,000
	State	10,000
	County	10,000
	Total	\$50,000

The existing structure is 179' in length and has a horizontal clearance of 15'. It is composed of an 80' long light steel pony truss with 99' untreated timber frame and pile trestle approaches. It is structurally inadequate for present traffic. The existing roadway adjacent to each end of the bridge is a 16' to 18' wide bituminous wearing surface on a 24' wide roadway in fair condition.

There is no substandard existing grade and alignment within the project limits.

Existing major structures within project limits: Described above.

No railroad crossing within project limits.

No airfields.

No water development project affecting FAS project.

No revision or addition to FAS System involved.

This route serves a farming area made up of numerous small dairy and poultry farms. It also serves as a minor log haul route for timber harvested in the area south of the route. It is a mail, milk, and school bus route.

NOTED
JOHN D. GRAHAM

JFH:mmm

NOTED
C. G. SWENSON

CLATSOP COUNTY
PROPOSED PROJECTS

FAS 608 - Netell and Stavebolt Bridges (2), \$115,000. The Netell Bridge is over the Lewis & Clark River located just south of the Netell Grange. The Stavebolt Bridge is also over the Lewis & Clark River and is located approximately 1.5 miles north of Melville.

The proposed project is to replace the existing structures with reinforced concrete bridges each having a horizontal clearance of 24 feet. The Netell Bridge will be on approximately the same location as the present structure and the Stavebolt Bridge on a revised location. The FAS project will be for the new structure and removal of the existing structure only. Clatsop County will construct road approaches as required.

FAS 756 - Big Creek Bridge, \$35,000. This bridge is over Big Creek and approximately 0.7 mile south of the Knappa School.

The proposed project is to replace the existing steel pony truss with P.T. approach spans with a reinforced concrete structure approximately 130 feet in length and having a horizontal clearance of 24 feet. The FAS project will be for the structure and removal of the existing bridge only. Clatsop County will construct road approaches as required.

In all of the above projects the road will either be closed or a detour provided by the county during construction. Mr. Ricketts, Assistant Bridge Engineer, has made a preliminary study and cost estimate of these bridges and it is suggested that he be consulted for additional information. Mr. Shefler, County Engineer, should be contacted prior to making the surveys.

12/7/56
(56-g)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....
 Salem, Oregon

 December 1, 1950

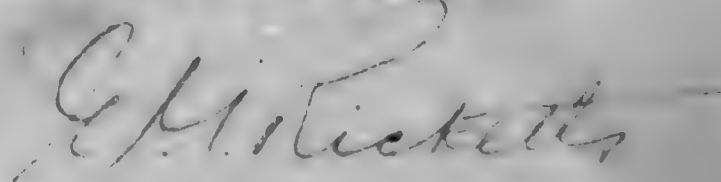
SUBJECT: Proposed FAS Bridge Projects
 Clatsop County

To:

Mr. John F. Hagemann
 Assistant Engineer,
 County and City Relations
 Office

Referring to my letter of December 1, under paragraph 1, No. 2, Cost of the Stavebolt Bridge, No. 11208, the estimated cost \$12,700, plus \$2,000 for the cost of removal of the old bridge, including 12% = a total of \$14,700. This makes the total cost of the entire project, \$144,082.

I understood also from Mr. Sheffler that the road can be closed to traffic during construction of the bridge on Big Creek, No. 11142 and on the Metell Bridge, No. 11186. On the Stavebolt Bridge, No. 11208, it is contemplated to maintain one-way traffic over the existing bridge during the new construction.



E. G. Ricketts
 Assistant Bridge Engineer

EGR/

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 5, 1950

SUBJECT: Proposed FAS Bridge Projects
Clatsop County

To:

Mr. John F. Hagemann
Assistant Engineer,
County and City Relations
Office

Last week, in company with Mr. Bob Sheffler, I made an inspection of the above bridge sites and submit the following estimates:

1. Big Creek Bridge-No. 11142

(a.) Using 110' truss, located near Jewell, and widening same for a 20' roadway, at an estimated cost of \$29,644, including 12%.

(b.) Using a new structure with a 24' roadway which would be comprised of a 3-span continuous concrete bridge; the span lengths 41'-51'-41', at an estimated cost of \$31,432. This difference in cost of \$1,788 is more than offset by the more permanent type structure with less maintenance and an additional 4' of roadway.

We would recommend construction of the new bridge. In talking with the County Court, you might explain, as I did to Mr. Sheffler, that to use the old bridge would require an additional 6,000 pounds of steel, plus the cost of revamping the bridge, after which it would be necessary to put a treated timber deck on this truss, which would require 25M-FBM, which is estimated to cost \$300 per M. The truss would not stand a concrete deck. Mr. Sheffler also stated that he would want to place it on concrete abutments which would cost \$8,250. The removal of the old bridge is estimated at \$1,800. The cost of hauling, sand blasting, and painting and re-erecting the 110' steel span is estimated at \$8,600. This gives a total of \$26,350, which when the 12% is added, gives the figure quoted above. Another factor to be considered is that in re-using the steel span there would be quite an item of maintenance, keeping it repainted.

December 5, 1936

2. Stavebolt Bridge over Lewis and Clark River-No. 11208.

The existing bridge is 268' in length; 60' wolmanized treated timber pony truss channel span. At this point in the Lewis and Clark River, the current is such that we could use a series of 30' precast beams on treated piling, requiring 9-30' spans, or 270' of bridge with a 24' roadway. This is estimated to cost \$59,700, plus the cost of removal of the old bridge, and the 12 1/2%.

Mr. Sheffler anticipated being able to build the bridge on an 8° or 10° curve downstream with the ends taking off somewhat short of the existing bridge and rounding outside the existing bridge and downstream from it. This would allow traffic-at least one-way traffic-to use the existing bridge during construction.

3. Netell Bridge over Lewis and Clark River-No. 11186.

The existing bridge consists of a 40' A-frame which has been supplemented with a wide flange steel beam with 2-22' and 1-19' trestle spans on the Astoria end and 1-20' and 3-23' spans at the opposite end, making a distance of 193'.

Mr. Sheffler advised that he had confirmation from the War Department that a 20' horizontal clearance would meet with their requirements. The vertical clearance would be the same as the old bridge and would be placed on the same alignment and at the same grade. We would propose to replace this structure with 8-25' spans or 200' of bridge, with a 24' roadway, which is estimated to cost \$49,950, including removal of old bridge, and the 12 1/2%.

It was contemplated that 50' treated timber piling would be required.

The total for the above three projects would be \$141,082, including 12 1/2%.

No estimate of cost has been included for any road work that might be entailed.



E. G. Ricketts
Assistant Bridge Engineer

EGR/um

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Salem, Oregon
November 7, 1956

Proposed FAS Bridge Projects
Clatsop County

Mr. P. M. Stephenson
OFFICE

NOTED
JOHN D. GRAHAM

Clatsop County has requested construction of three bridges with county FAS funds; however, before programing these bridges additional information is required. The bridges as proposed are shown on the attached general highway map and are described as follows:

(1) Big Creek Bridge: The county proposes to use an old 110' steel truss obtained from the state when a new bridge was built on the Nehalem Highway. It is proposed to widen this truss to a 20' roadway and reinforce it as required to obtain an H-15 rating. This old truss would then be placed on approximately the same location as the existing structure which would be removed. It would be appreciated if you would investigate this proposal and advise as to whether or not it would be practical. An estimate of cost for widening, reinforcing, and placing this steel truss and an estimate for a new structure with a 24' roadway is also requested. *Fas 756*

Stavebolt
(2) ~~Stavebolt~~ Bridge over the Lewis & Clark River: It is proposed to replace the existing structure on an improved alignment with a new structure having a 24' roadway. A preliminary estimate of cost is requested.

Fas 608
(3) Netell Bridge over the Lewis & Clark River: It is proposed to replace the existing structure on the same location with a new bridge having a 24' roadway. A cost estimate is requested. It is my understanding you have made previous estimates for this structure; however, the county engineer advises that he now has a permit from the War Department permitting closure of the channel to navigation. This would permit use of a treated pile trestle structure at this point.

All of the above projects would be for the structures only (including removal of the existing bridges). The sites would be closed to traffic during construction.

Shepherd
It is suggested that Mr. Sheffield, County Engineer, be contacted prior to making the investigations.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

U-131(18) N. Grants Pass Interchange- 1957
Savage St. Sec., Pacific Hwy.
#4976 (Grad. & Pav. Proj.)

RECEIVED
NOV 23 1958

FOR FILING

U-131(18)
49

November 26, 1958

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover three copies of revised final voucher for the North Grants Pass Interchange-Savage St. Section, Project No. U-131(17). This voucher, resubmitted in the amount of \$3,938.00 is to replace that submitted previously for \$3,734.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWN:bb

RECEIVED
APR 7 1958

NOTED
W. C. WILLIAMS

March 31, 1958

FOR FILING

FINAL COST ANALYSIS

N. Grants Pass Interchange-Savage St. Grade and Pave

Pacific Highway

Contract #4976

M. C. Lininger and Sons, Contractor

Prefix 17-1031-201 (41)

Glenn Roberts, Resident Engineer

4976

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
* Clearing & Grubbing	100%	All	\$1,000.00	\$5,000.00	\$ 1,000.00	\$ 5,000.00
Removal of Curb and Gutter	793	Lin.Ft.	0.29	0.40	231.68	317.20
Removal of walks	426.98	Sq.Yd.	0.27	0.35	115.86	149.44
Removal of Catch Basins	3	Each	15.10	20.00	45.30	60.00
Drainage Excav. Unclass.	2172.94	Cu.Yd.	1.93	2.75	4,207.53	5,975.59
* General Excav. Unclass.	14062.64	Cu.Yd.	0.62	0.75	8,855.42	10,546.65
Finishing Roadbed & Slopes	0.75	Mile	839.82	1,000.00	629.87	750.00
29" Arch Type Corr. Metal Pipe	74	Lin.Ft.	6.72	7.00	497.39	518.00
12" Corr. Metal Siphon Pipe	330	Lin.Ft.	6.75	6.50	2,229.57	2,145.00
18" Corr. Metal Siphon Pipe	80	Lin.Ft.	7.46	8.00	597.55	640.00
12" Concrete Pipe	90	Lin.Ft.	1.51	2.00	135.99	180.00
18" Concrete Pipe	201	Lin.Ft.	3.37	3.50	677.46	703.50
24" Concrete Pipe	60	Lin.Ft.	4.76	5.00	286.06	300.00
36" Concrete Pipe	54	Lin.Ft.	11.19	10.00	602.71	540.00
8" Sewer Pipe	910	Lin.Ft.	0.93	1.20	850.32	1,092.00
10" Sewer Pipe	156	Lin.Ft.	1.20	1.60	187.23	249.60
12" Sewer Pipe	1245	Lin.Ft.	1.52	1.90	1,903.97	2,365.50
15" Sewer Pipe	720	Lin.Ft.	1.90	2.50	1,370.41	1,800.00
18" Sewer Pipe	675	Lin.Ft.	2.56	3.00	1,729.36	2,025.00
Concrete and basin	26.46	Cu.Yd.	51.16	55.00	1,353.73	1,456.95
Class "A" Concrete in Box Culverts	29.42	Cu.Yd.	40.36	50.00	1,187.64	1,471.00
Metal Reinf. in box culverts	3901	Lbs.	0.13	0.15	515.89	585.15
Concrete Manholes	14	Each	206.40	240.00	2,889.74	3,360.00

Contract #4976

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Concrete Catch Basins	26	Each	\$ 65.08	\$ 72.00	\$ 1,692.28	\$ 1,872.00
Adj. Manholes	1	Each	42.73	60.00	42.73	60.00
Concrete Curbs	270.05	Cu.Yd.	43.72	47.00	11,808.16	12,692.35
Concrete Walks	323.6	Sq. Yd.	3.69	4.00	1,195.17	1,294.60
Coarse Crush Mat'l in Base	16,055	Cu.Yd.	1.99	2.10	31,998.23	33,715.50
3/4-0 Material in Base	1,509	Cu.Yd.	2.09	2.25	3,161.84	3,575.25
Sprinkling	530	M/Gal	2.35	2.50	1,223.25	1,325.00
** Preparation of Base	0.75	Mile	1,128.81	500.00	846.61	375.00
** 3/4"-0 Mat'l in Binder Course	171	Cu.Yd.	6.68	3.50	1,142.99	598.50
** RC-3 Asphalt	28.72	Ton	48.13	50.00	1,382.37	1,436.00
** Class "B" Asph. Conc.	5518.24	Ton	6.74	6.65	37,178.89	36,696.30
** RS-1 Asphalt	1.04	Ton	88.09	60.00	91.80	62.40
PA#1 4" Galv. Pipe	25	Lin.Ft.	2.51	3.00	62.94	75.00
PA# 1 4" Gate Valve	1	Each	66.29	80.00	66.29	80.00
PA# 2 6" Concrete	90	Lin.Ft.	0.89	1.10	79.87	99.00
PA#3 6" Perf. Mat'l drain pipe Uncoated	1171	Lin.Ft.	1.54	2.00	1,807.32	2,342.00
PA#3 Special Backfill in drains	214	Cu.Yd.	3.19	5.00	683.51	1,070.00
PA#4 24" Sewer Pipe	144	Lin.Ft.	3.47	4.00	500.53	576.00
** PA#5 Asphaltic Concrete traffic markers	161.7	Lin.Ft.	0.67	1.00	109.46	161.70
PA#6 Cement Adj. in favor of State	0.60	Bbl		4.15		2.49
Force Account					441.82	491.48
					\$127,616.74	\$140,824.32

* Work done all or in part by Mark Axtell

** Work done all or in part by J. C. Compton Co.

Contract #4976

	<u>Gross</u> <u>Revenue</u>	<u>Total Cost</u>	<u>Net</u> <u>Profit</u>	<u>Net</u> <u>Loss</u>	<u>% Profit or</u> <u>Loss of Gross</u> <u>Revenue</u>
M. C. Lininger & Sons	\$108,648.72	\$ 92,596.62	\$16,052.10		14.7%
J. C. Compton Co.	32,175.60	35,020.12		\$2,844.52	8.8%
	<u>\$140,824.32</u>	<u>\$127,616.74</u>	<u>\$13,207.58</u>		9.3%

Contract #4976

Work Done By J. C. Compton Co.

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Unit Bid</u>	<u>Total Cost</u>	<u>Gross Revenue</u>
Preparation of Base	.75	Mile	\$1,128.81	\$500.00	\$ 846.61	\$ 375.00
3/4"-0 Binder	171	Cu.Yd.	5.43	2.00	929.24	342.00
RC-3 Asphalt	28.72	Ton	48.13	50.00	1,382.37	1,436.00
Class "B" Asph. Conc.	5518.24	Ton	5.73	5.40	31,660.64	29,798.50
RS-1 Asphalt	1.04	Ton	88.26	60.00	91.80	62.40
PA#5 Asph. Conc. Traffic Markers	161.7	Lin.Ft.	0.67	1.00	109.46	161.70
					<u>\$35,020.12</u>	<u>\$32,175.60</u>

Contract #4976

Detail of Costs

J. C. Compton Company

LABOR:

Labor	\$10,120.91	
Labor Insurance	903.95	
Health and Welfare	<u>309.95</u>	
		\$11,334.81

MATERIALS:

RC-3 Asphalt	28.72 Tons at \$29.75	\$ 854.42	
Freight	28.72 Tons at 8.92	256.18	
85-100 Asphalt	292.27 Tons at 27.00	8,078.40	
Freight	292.27 Tons at 8.80	2,705.87	
Heat Oil	10,004 Gals at .1182	1,182.53	
RS-1 Asphalt	1.04 Tons at 54.31	56.58	
Class "B" Asph. Conc.	4.75 Tons at 6.50	<u>30.88</u>	
			\$13,164.86

EQUIPMENT RENTAL & MISC. EXPENSES:

Equipment Rental (Own)	\$ 6,023.65	
Gas, Oil and Grease	2,234.60	
Bond	244.87	
P. U. C.	385.61	
Test Scales	243.77	
Trip Permits	90.00	
Plant Storage	100.00	
Phone	44.23	
Home office and General overhead	<u>1,153.72</u>	
		\$10,520.45

\$35,020.12

Contract #4976

Work Controlled By McLininger & Sons

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	\$1,000.00	\$5,000.00	\$ 1,000.00	\$ 5,000.00
Removal of Curb & Gutter	793	Lin.Ft.	0.29	0.40	231.68	317.20
Removal of Walks	426.98	Sq.Yd.	0.27	0.35	115.86	149.44
Removal of Catch basins	3	Each	15.10	20.00	45.30	60.00
Drainage Excav. Unclass.	2172.94	Cu.Yd.	1.93	2.75	4,207.53	5,975.59
*General Excav. Unclass.	14062.2	Cu.Yd.	0.62	0.75	8,855.42	10,546.65
Finishing Roadbed and Slopes	.75	Mile	839.82	1,000.00	629.87	750.00
29" Arch Type Corr. Metal Pipe	74	Lin.Ft.	6.72	7.00	497.39	518.00
12" Corr.Metal Siphon Pipe	330	Lin.Ft.	6.75	6.50	2,229.57	2,145.00
18" Corr. Metal Siphon Pipe	80	Lin.Ft.	7.46	8.00	597.55	640.00
12" Concrete Pipe	90	Lin.Ft.	1.51	2.00	135.99	180.00
18" Concrete Pipe	201	Lin.Ft.	3.37	3.50	677.46	703.50
24" Concrete Pipe	60	Lin.Ft.	4.76	5.00	286.06	300.00
36" Concrete Pipe	54	Lin.Ft.	11.19	10.00	602.71	540.00
8" Sewer Pipe	910	Lin.Ft.	0.93	1.20	850.32	1,092.00
10" Sewer Pipe	156	Lin.Ft.	1.20	1.60	187.23	249.60
12" Sewer Pipe	1,245	Lin.Ft.	1.52	1.90	1,903.97	2,365.50
15" Sewer Pipe	720	Lin.Ft.	1.90	2.50	1,370.41	1,800.00
18" Sewer Pipe	675	Lin.Ft.	2.56	3.00	1,729.36	2,025.00
Concrete End Basins	26.46	Cu.Yd.	51.16	55.00	1,353.73	1,455.30
Class "A" Concrete in Box Culverts	29.42	Cu.Yd.	40.36	50.00	1,187.64	1,471.00
Metal Reinforcement in box Culverts	3901	Lb.	0.13	0.15	515.89	585.15
Concrete Manholes	14	Each	206.50	240.00	2,889.74	3,360.00
Concrete Catch Basins	26	Each	65.08	72.00	1,692.28	1,872.00
Adjust Manholes	1	Each	42.73	60.00	42.73	60.00
Concrete Curbs	270.05	Cu.Yd.	43.72	47.00	11,808.16	12,692.35

Contract #4976

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Concrete Walks	323.6	Sq.Yd.	\$ 3.69	\$ 4.00	\$ 1,195.17	\$ 1,294.40
Coarse Cr. Mat'l in Base	16055	Cu.Yd.	1.99	2.10	31,998.23	33,715.50
3/4-0 Material in Base	1589	Cu.Yd.	2.09	2.25	3,161.84	3,575.25
Sprinkling	530	M/Gal	2.35	2.50	1,223.25	1,325.00
3/4-0 Mat'l in Binder	171	Cu.Yd.	1.25	1.50	213.75	256.50
Class "B" Asph. Conc. Agg.	5518.24	Tons	1.06	1.25	5,518.25	6,897.80
PA#1 4" Galv. Pipe	25	Lin.Ft.	2.51	3.00	62.94	75.00
PA#1 4" Gate Valve	1	Each	66.29	80.00	66.29	80.00
PA#2 6" Concrete Pipe	90	Lin.Ft.	0.89	1.10	79.87	99.00
PA#3 6" Perf. Metal drain pipe	1171	Lin.Ft.	1.54	2.00	1,807.32	2,342.00
PA#3 Special backfill in drains	214	Cu.Yd.	3.19	5.00	683.51	1,070.00
PA#4 24" Sewer Pipe	144	Lin.Ft.	3.47	4.00	500.53	576.00
PA#6 Cement Adj. in favor of State	.60	Bbl		4.15		- 2.49
Force Account					441.82	491.48
					\$ 92,596.62	\$108,648.72

Contract #4976

Detail of Costs

M. C. Lininger and Sons

LABOR:

Labor	\$22,601.95	
Labor Insurance	1,627.34	
Health and Welfare	<u>802.34</u>	
		\$25,031.63

MATERIALS:

29" Arch Type Corr. Metal Pipe	74 Lin.Ft. at 5.46	\$	404.04	
29" Arch Type Bands	2 Each at 5.46		10.92	
12" Corr. Metal Siphon Pipe	330 Lin.Ft. at 3.62		1,194.60	
12" Bands	11 Each at 10.15		111.65	
18" Corr. Metal Siphon Pipe	80 Lin. Ft. at 4.98		398.40	
18" Bands	3 Each at 12.35		37.05	
12" Concrete Pipe	90 L.F. at 0.80		72.00	
18" Concrete Pipe	201 L.F. at 1.90		381.90	
24" Concrete Pipe	60 L.F. at 2.50		150.00	
36" Concrete Pipe	54 L.F. at 5.00		270.00	
8" Sewer Pipe	910 L.F. at 0.46		418.60	
10" Sewer Pipe	156 L.F. at 0.50		78.00	
Cement	24 Sks. at 1.35		32.40	
12" Sewer Pipe	1245 L.F. at 0.65		809.25	
15" Sewer Pipe	720 L.F. at 1.00		720.00	
18" Sewer Pipe	675 L.F. at 1.40		945.00	
Class "A" Concrete	178.31 C.Y. at 15.00		2,674.65	
Metal Reinforcement	3901 Lbs. at 0.1122		437.69	
Iron Steps	56 Each at 2.50		140.00	
Form Lumber			1,189.01	
Coarse Crushed Material	16055 C.Y. at 1.25		20,068.75	
3/4"-0 Crushed Mat'l in Base	1589 C.Y. at 1.25		1,986.25	
Class "B" Asph. Conc. Agg.	5518.24 Ton at 1.06		5,518.25	
3/4-0 Binder Agg.	171 C.Y. at 1.25		213.75	
4" Galv. Pipe	25 L.F. at 1.98		49.50	
4" Gate Valve	1 Each at 58.86		58.86	
6" Concrete Pipe	90 L.F. at 0.30		27.00	
6" Perf. Metal Drain Pipe	1171 L.F. at 0.91		1,065.61	
6" Perf. Metal Bands	71 Each at 1.13		80.23	
Special Backfill Agg.	214 C.Y. at 1.25		267.50	
24" Sewer Pipe	144 L.F. at 2.50		360.00	
Catch basin grates	13 Each at 46.00		598.00	
Catch Basin grate	1 Each at 51.00		51.00	
Manhole Covers	26 Each at 25.00		650.00	
Concrete Supplies			<u>35.27</u>	
				\$41,505.13

EQUIPMENT RENTALS & MISC. EXPENSES:

Equipment Rentals (Own)	\$12,061.82
Equipment Rentals (Unoperated)	804.00
Equipment Rental (Operated)	4,346.00
Gas, Oil and Grease	2,606.55
Bond	<u>748.00</u>

Contract #4976

EQUIPMENT RENTALS & MISC. EXPENSES (Continued)

P.L. and P.D. Insurance	\$ 282.52	
Small Tools	54.71	
Home office and General overhead	<u>3,022.66</u>	\$23,926.26
 Paid Mark Axtel	 \$ 2,133.60	 <u>2,133.60</u>
		\$92,596.62

Contract #4976

REMARKS:

This was a "Federal Aid Urban Project" located on the Pacific Highway in Josephine County. The northerly end of the project was at the intersection of the northerly projection of Seventh Street with Morgan Lane, 0.5 mile north of the northerly corporate limits of Grants Pass. The southerly end of the project was at the intersection of Seventh Street with Savage Street in the city of Grants Pass. The overall length of the project was 0.75 mile.

The work to be done under this contract consisted of the construction of 0.75 mile of main highway roadbed and 0.13 mile of connecting roads; 0.88 mile stone base on main high roadbed and connections; 0.88 mile of asphaltic concrete pavement on the main highway roadbed and connections; and the performance of such additional and incidental work as called for in the plans and specifications.

The contract was bid by M. C. Jinninger and Sons, Contractors, on May 16, 1957, and was awarded to them on June 18, 1957. The contractor began work on May 27, 1957 and completed the project on October 24, 1957. The final estimate was dated December 24, 1957.

The contractor moved in his culvert crew on May 27, 1957 and began excavating for the pipe. For this work he used a 3/8 cubic yard back hoe. The installing of the various types and sizes of pipe was practically the only work performed until the week ending July 13, 1957. During this week he began the grading operation using 2 hired Turnapulls (9 cubic yard) and a D 7 cat for pushing. The grading being in common material progressed rapidly. The major portion of this work was completed during the week ending August 30, 1957.

While the grading was being accomplished, the contractor was installing the curbs and other concrete installations using a crew of from 8 to 20 men.

On August 26, 1957, the contractor began hauling the crushed surfacing materials from his commercial source located on the Rogue River east of Grants Pass. This work was accomplished with the use of a 3/4 cubic yard shovel to load, a varying number of trucks to haul with, a #12 blade to spread and a 3 leg roller to compact. This work was completed during the week ending September 28, 1957.

On September 23, 1957, the sub-contractor on paving began moving in and setting up his small continuous mixing plant. The set up was completed on October 7, 1958.

On September 25, 1957, the sub-contractor began preparing the base. This work progressed slowly due to the principal contractor not being out of his way and to wet weather. This work was completed on October 1, 1957.

On October 2, 1957, the contractor started placing the binder course. He worked four hours when inclement weather shut the work down. He was unable to work again on the project until October 7, 1957 at which time he resumed placing the binder course. This work was complete the next day.

On October 9, 1957, the contractor began paving, completing this phase of the work on October 17, 1957. To do this work, the sub-contractor used a continuous mixing plant, fed with a D 8 Catipillar tractor with dozer blade. He hauled to the street with 6 trucks and placed the asphaltic concrete with a Barber Green paver, a 2-wheel tandem roller and a 3-wheel tandem roller

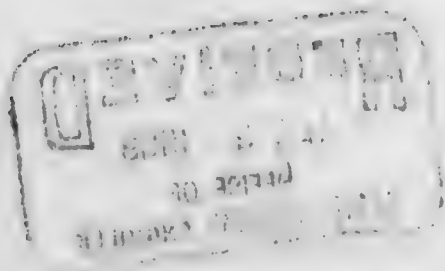
The principal contractor having good equipment, good bid prices, good supervision and weather conditions realized a good profit.

The sub-contractor although he had good equipment, bid prices and supervision encountered a loss due to bad weather which resulted in very high labor costs.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet



RECEIVED
MAR 13 1958

FOR FILING

41-131-10
4976

Salem, Oregon
March 13, 1958

Survey Resolution No. 150

Frank McKinney
Assistant Attorney

S. H. Probert
Staff Engineer

H. B. Simpson, Supervisor
General Drafting

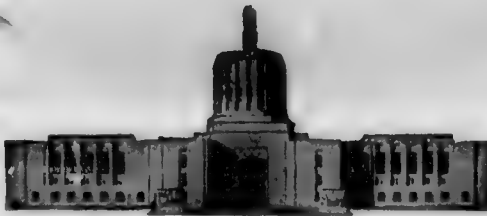
Gentlemen:

I am enclosing for your records a copy of Survey Resolution No. 150, adopted by the Oregon State Highway Commission on March 28, 1957, covering the following: Grants Pass (6th and 7th Streets) Section of the Pacific Highway in Josephine County; the Conner Creek Section of the Oregon Coast Highway in Coos County.

js

H. B. Glaisyer, Secretary

Encl.

RECEIVEDCOMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDEJ. K. McIVER, MEMBER
PORTLANDROBERT B. CHESSMAN, MEMBER
ASTORIAH. B. GLAISYER, SECRETARY
SALEMSTATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEMNOTED
W. C. WILLIAMS

February 18, 1958

Mr. C. G. Polk
Bureau of Public Roads
State Highway Building
Salem, OregonRe: North Grants Pass Interchange-
Savage Street Unit
Pacific Highway
Josephine County
Our: Oregon U-131(17)

Dear Mr. Polk:

Reference is made to your letter of January 31, in which three questions are raised concerning the progress voucher that has been submitted. There are also some additional comments that relate to your appraiser's report, upon which we will not comment, as they contain instructions which this Department is now following.

File No. 26135 - Garland Benge

The change from \$2,850.00 to \$3,600.00 was made in the line appraisal at the time the appraisal was reviewed on the ground, with the Appraisal Supervisor and the District Right of Way Supervisor. Both of these people were of the opinion, at that time, that the property could not be optioned for \$2,850.00 (amount of the original line appraisal). Through an oversight we neglected to write up this correction in formal form, prior to negotiation. We have reviewed the matter further, and now have in the right of way file a rather complete explanation to support our settlement.

File No. 26113 - Eugene Pardy

I am advised by the Construction Engineer and the Assistant Highway Engineer that the connection between 6th and 7th Streets is a part of the permanent traffic plan, and it is not a temporary connection.

I have been instructed by the Highway Commission's Chief Legal Counsel that Special Benefits can be used to offset severance damage, but cannot be used to offset value of right of way acquired. On this progress voucher there were three settlements which contained severance damages.

File No. 26122 - Condray - is a case where some damage was allowed because

Letter to: C. G. Polk
Re: Oregon U-131(17)

- 2 -

2/18/58

an area of small dimension was severed from a larger tract.

On Files No. 26136 - Wood and 26138 - Stansbury - some damage was allowed because of proximity of the right of way line to one residence, and because of diminishing the front yard area of the other residence. Both of these latter two properties were on an improved street before the taking, so that the new facility provided no benefits peculiar to these tracts.

For your own information I am attaching hereto a copy of Mr. Lindas's letter of February 5 containing his instructions as to how to apply special benefits.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
Enclosure
Copy of Mr. Lindas's Letter
cc: W. C. Williams
Leonard I. Lindas
S. H. Probert



JAN 27 1958

FOR COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

4975

January 24, 1958

Mr. E. J. Polk
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: S. L. 1-131(17)
Grants Pass (6th & 7th St.) section
Pacific Highway
Josephine County

Dear Mr. Polk:

I refer to your statement of items for administrative review, dated January 6, 1958, which covers your recommendations as to a progress voucher which was submitted covering a portion of the right of way costs on the above section.

It is noted that fencing allowances have been dis-allowed in each case. I understand the reason for this dis-allowance is that the property has the highest and best use for something in excess of straight farm land. It is our opinion that, making the necessity for fencing a function of the land value, is completely out of line. The State has made allowances for fencing in nearly all cases of new location, in order to keep livestock clear of the roadway. The State does not make payment to a property owner for fencing until the fencing is actually constructed. In fringe areas, as we have in this case, there is no question but that the property is probably suited to something better than straight agricultural use. However, this higher use is, at this time, purely a potential, and it likely may be some years before the area would actually be developed as an intensive residential district. It is the opinion of this Department that the dis-allowance of the fencing item is improper.

On files 26119 and 26112, the Bureau's appraiser has gone along fairly closely with the State's idea of land value, but has materially reduced the values assigned to improvements. It appears to us that this is a case of the Bureau's appraiser's substituting his opinion for that of the State's appraiser. I fully realize that any appraiser is entitled to his own opinion; however, Mr. Lindas's understanding, in talking to the Bureau's personnel in Washington recently, was that this is ^{not} proper procedure, and it was his understanding, also, that the Bureau is not to substitute its own opinion, in lieu of the opinion of the appraiser secured by the State. I am not sure just what the reasoning is behind this reduction in improvement value, but I assume that your appraiser felt that, because the land was valued at something better than farm land, farm buildings should have a depreciated value.

Letter to: C. G. Polk
Re: F. A. P. U-131(17)

- 2 -

1/24/58

I would agree to this premise if the appraisal were made for the basis of loan purposes; however, it is a totally unrealistic approach for a public body to use when acquiring property under the threat of eminent domain.

It is noted on file 26128 that, where the State allowed a nominal severance damage to a remainder that had a depth of approximately 65', your appraiser did not go along with the allowance. It appears to me that this, again, is purely a matter of personal opinion, and I think that anyone will agree, who has been in right of way work for any length of time, that it is virtually impossible to negotiate a settlement, leaving a remainder with a depth of 65' without assigning some damage to it.

Very truly yours,

E. L. MORTER
Right of Way Engineer

RLP:IN
(in duplicate)
cc: W. C. Williams
Leonard I. Lindas



RECEIVED
JAN 21 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 20, 1958

files

4-131 (18)
(CONTRACT NO.)
1976
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

6 Final
(WARRANT NO.)

M. C. Lininger & Sons
(AMOUNT)

(DATE)

598

H201995

\$ 4,430.29

1-17-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmenke
ACCOUNTING DIVISION

Specified completion Date: 90 workdays from 6-28-57

Time Extensions: None

Completion Date: Oct. 24, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-20-58

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 20 1958

GRW

NOTED ON CARD

em

RECEIVED
JAN 23 1958

FORM 830-80M-8-58-96884
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 17, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L

Attached is a copy of Polk's recommendations to the Regional and Washington Offices in connection with reimbursements claimed on rights of way acquisitions for the North Grants Pass Interchange-Savage St. Project in Grants Pass.

Reductions in amounts claimed range from 0% to 37% with an average of 9.3%.

If this is typical of what we are to expect in connection with all right of way acquisitions, we will have to revise our finance calculations and cut back our construction program some three or four millions per year.

Action should be taken either to get the Bureau to be more liberal in its appraisals or to, in some manner, effect a reduction in the amounts we are paying for rights of way.

S. H. Probert

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
JAN 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
FINANCE AND MANAGEMENT

SUBMIT IN QUADRUPPLICATE

STATEMENT OF ITEMS FOR ADMINISTRATIVE REVIEW

Field audit has been made of Progress Voucher No. 1 PR-30 Voucher on
(Plan, record, etc.)
Oregon Project No. II-11(17) for the period from
5/20/57 to 7/21/57, submitted for 42,570.00
42,570.00

and the Division Engineer's recommendations are requested on the following items:

- | Item | Description, Etc. | Amount |
|------|--|------------|
| 1 - | File No. 26119 - The State appraisal of \$3,200., dated 4/16/57 includes \$330.00 for 0.22 Ac. of land not acquired. The option and actual taking was 0.9 Ac. The breakdown on the appraisal for the 0.9 Ac., was \$1,550. land; Barn \$1,500.; total \$2,850. The Bureau Appraiser recommends participation in amount of \$2,050., (\$1,550. land; \$700. barn). The barn was sold at auction in the amount of \$110.00, check dated 6/21/57, this credit is not reflected in the voucher or certificate. | |
| | Amount claimed on voucher | \$2,670. |
| | Bureau appraisal | 2,050. |
| | Credit required, sale of barn | 110. |
| | Amount cited | \$760.00 |
| 2 - | File No. 26121 - State appraisal dated 4/18/57 shows \$820.00 for 0.82 Ac. Land, amount rounded to \$850.00. A revised appraisal report by the Appraisal Supervisor dated 10/14/57, (which date is after settlement, Warranty Deed dated 6/21/57), included 200 Sq.Ft. for slope easement, \$20.00; Fencing 50 rds. \$200.00; 0.82 Ac. land \$820.00; total rounded to \$1,060.00. The Bureau Appraiser recommends disallowance of \$200.00 for fencing, due to the taking was valued as subdivision whereas allowance for fencing is based on tract being a farm. | |
| | Amount claimed on voucher | \$1,286.00 |
| | Bureau appraisal | 1,066.00 |
| | Amount cited | \$200.00 |
| 3 - | File No. 26122 - State appraisal dated 4/16/57 shows 0.41 Ac., \$410.00; Barn \$1,250.00; Chicken house \$100.00; Severance damage \$500.00; Total rounded \$2,300.00. A revised appraisal | |

I recommend DEDUCTIONS from the voucher of items Nos. _____

I recommend SUSPENSION from the voucher, pending further investigation and report of items Nos. _____

I recommend PAYMENT to the State of items Nos. _____

G. C. Pike

Field Auditor.

Salon, Oregon

(Name)

Jan. 6, 1958

(Date)

Division Engineer.

Comm-BC 48338

Revised 3,970.84
9.3%

28%

15%

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/Docket No. U-11(17) Sheet 2

Item	Description, etc.	Amount
3 Cont'd;	by Appraisal Supervisor dated 10/14/57, (which date is after settlement, Warranty Deed dated 5/29/57), shows 0.41 Ac. \$1500., 12 Rods fencing \$48.00; Barn \$1,800.00; Chicken house \$100.00; Severance damage \$750.00; total rounded \$3,320.00. The Bureau appraiser recommends participation of 0.41 Ac. \$615.00; Barn and Chicken house \$900.00; Damages \$750.00; Total \$2,265.00. The barn was sold by auction in amount of \$30.00, check dated 6/21/57, no credit is reflected on voucher or certificate.	
	Amount claimed on voucher	\$3,548.10
	Bureau Appraisal	2,265.00
	Credit required, sale of barn	30.00
	Amount cited	\$1,253.10
4 -	File No. 26124 - State appraisal dated 4/16/57 shows 0.83 Ac. @ \$1,000., total rounded to \$850.00. A revised appraisal report by the Appraisal Supervisor dated 10/14/57, (which date is after settlement, Warranty Deed dated 5/22/57), shows 0.83 Ac. \$996.00; Fencing 22 Rods \$90.00; total rounded to \$1,090. Bureau Appraiser recommends disallowance of \$90.00 for fencing due to taking was as subdivision whereas allowance for fencing is based on tract being a farm.	
	Amount claimed on voucher	\$1,169.00
	Bureau appraisal	1,079.00
	Amount cited	\$90.00
5 -	File No. 26125 - State appraisal dated 4/16/57 for 1.10 Ac., land \$1,100.00; 0.02 Ac. \$20.00; Total rounded to \$1,150.00. A revised appraisal report by the Appraisal Supervisor dated 10/14/57, (date of Warranty Deed 5/22/57), shows 1.10 Ac. \$1,320.00; Fencing 30 Rods \$120.00; total rounded to \$1,450.00. Bureau appraiser recommends participation in amount paid for land of \$1,430.00 and disallowance of \$119.44 for fencing, as the taking was valued as subdivision property and the fencing represents a damage on the basis of a farm.	
	Amount claimed on voucher	\$1,549.44
	Bureau appraisal	1,430.00
	Amount cited	\$119.44
6 -	File No. 26126 - State appraisal report dated 4/16/57, 0.34 Ac. land \$250.00. Actual taking was 0.26 Ac. of land \$350.00, of which \$36.36 was paid by the State to Grants Pass Irrigation District for 1957 assessments. Bureau appraiser recommends participation on total amount paid.	

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon

Project/Docket No. U-131617

Sheet 3

Item	Description, etc.	Amount
7 - File No. 26128 - State appraisal report dated 4/16/57, 1.01 Ac. \$750.00. A revised appraisal report by the Appraisal Supervisor dated 10/14/57, (date of Warranty Deed 6/3/57), for 1.01 Ac. \$1,712.00; 0.08 Ac. Gravel Driveway \$500.00; total rounded to \$1,720. Bureau appraiser recommends participation in 1.01 Ac. \$1,212.00; and 0.08 Ac Driveway (30' @ \$10.00) \$300.00; total \$1,512.00.	Amount claimed on voucher Bureau appraisal Amount cited	\$2,300.00 <u>1,512.00</u> \$788.00
8 - File No. 26129 - State appraisal report dated 4/16/57, 0.11 Ac. or 2/3 Lot @ \$1,500., - \$1,000.00; Encroachment \$750.00; Severance damage \$250.00; Total rounded to \$2,000.00. The option, dated the same date as appraisal 4/16/57, shows 1320 Sq.Ft. \$250.00. The Bureau appraiser recommends participation in total payment of \$250.00.		
9 - File No. 26135 - State appraisal report (no date), shows 2,395 Sq. Ft. @ 0.25 or 598.75; Encroachment \$2,000.00; Concrete drive and lawn \$250.00; Total rounded to \$2,850.00. This total of \$2,850., on the appraisal report was crossed out and a pencil figure of \$3,600.00 inserted, which amount is listed on the appraisal summary, no explanation given for the change. The option was dated 4/15/57	Amount claimed on voucher Appraisal report Amount cited	\$3,250.00 <u>2,850.00</u> \$400.00
10 - File No. 26136 - State appraisal report dated 4/16/57, 1966 Sq. Ft. @ 0.25, \$490.00; Severance damage \$750.00; total rounded to \$1,250.00. The option was dated 4/15/57 for settlement of \$550.00. No explanation was found in the State records for the difference of the taking and appraisal. Bureau appraiser states the settlement is reasonable.		
11 - File No. 26138 - State appraisal report dated 4/16/57, 0.02 Ac. \$130.00; Encroachment \$850.00; total rounded to \$1,000.00. Settlement was 0.02 Ac. \$500.00. No explanation was found in the State records for the difference in the appraisal and taking. Bureau appraiser states the settlement is reasonable.		

34%

12%

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

SUBMIT IN QUADRUPLICATE

Oregon

Project/Docket No. U-11(17)

Sheet 4
B-10-117-1

- | Item | Description, etc. | Amount |
|------|---|--------|
| 12 - | File No. 26113 - The State did not list one Fee appraisal of \$20,500.00 on the appraisal summary. Bureau appraiser states the settlement appears reasonable. The buildings on this property was sold by auction to W. W. Coleman, Check dated 6/24/57, for \$300.00, this credit is reflected in the voucher or certificate. | |

Amount cited

\$300.00

1.5 d.

As stated in C. J. Mathias, Bureau Appraiser's report to C. O. Folk, Division Engineer, dated 12/16/57, the State line appraisal reports were not signed or approved by a supervisor in accordance with PPM 21-4.1. All appraisals are dated the same date, 4/16/57, with the exception of one which had no date. The appraisals are typed in the State office from the appraiser's notes and dated the day of typing, these notes are not available in the state office for audit.

The revised appraisal reports by the Appraisal Supervisor has not been considered as appraisals, as they were all dated after settlement. It is believed that these reports should be in the form of justification letters for the increase or decrease between the original appraisal and option or settlement, and should be made at the time of the option is taken or before.

On File Nos. 26122, 26128 and 26135 the original appraisals totals were crossed out and revised totals inserted in pencil, as these pencil figures were not initialed or explained they should not have been listed as appraisals on the appraisal summary.

RECEIVED
JAN 21 1958

FOR FILING

Salem, Oregon
January 17, 1958

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached is a copy of Polk's recommendations to the Regional and Washington Offices in connection with reimbursements claimed on rights of way acquisitions for the North Grants Pass Interchange-Savage St. Project in Grants Pass.

Reductions in amounts claimed range from 0% to 37% with an average of 9.3%.

If this is typical of what we are to expect in connection with all right of way acquisitions, we will have to revise our finance calculations and cut back our construction program some three or four millions per year.

Action should be taken either to get the Bureau to be more liberal in its appraisals or to, in some manner, effect a reduction in the amounts we are paying for rights of way.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
DEC 31 1957

FOR FILING

11476
00-35

December 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-131(18), North Grants
Pass Interchange - Savage Street Section,
Pacific Highway - Order for State Force
Work dated October 24, 1957 - Seeding,
Fertilizing and Mulching - Contract No.
4976

Dear Sir:

Reference is made to your letter dated November 12, 1957 concerning the subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

The total estimated amount of the order is \$550.00 with Federal participation of \$340.00.

Very truly yours,

C. G. FOLE
Division Engineer

Original to S&P

RECEIVED
NOV 22 1957

FOR FILING

U-131(18)
4976

November 20, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing three copies of progress voucher in the amount of \$25,967.00, with supporting documents covering the purchase of rights of way for the N. Grants Pass Interchange-Savage St. Section, Project No. U-131(17).

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

JW:mc

RECEIVED
NOV 14 1957

FOR FILING

11/21/57

11976

November 12, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-230 covering seeding, fertilizing and mulching on the North Grants Pass Interchange-Savage Street Section of the Pacific Highway in Josephine County, Contract No. 1976, in connection with Federal Aid Project No. 3-131(13).

This work is necessary to control erosion on cut and fill slopes and for roadside improvement. The contractor is not equipped for this type of work. The state has the necessary special equipment operated by experienced crews. The amount is too small to do by separate contract.

Your approval of this order as agreed unit prices under provisions of P.P.S.-21-5.3 is requested.

The total estimated amount of this order is \$590.00 with federal participation of \$340.00.

Very truly yours,

E. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

U-131(18)
4976

For Week Ending November 2, 1957

Section N. Grants Pass Interchange-Savage St. Kind of work Grading & Paving
 Highway Pacific County Josephine Section prefix 17-1031
 Contractor M. C. Lininger & Sons Contract number 4976
 Date of contract June 18, 1957 Specified work days 90
 Date work started May 27, 1957 Work days used 75
 Project authorization \$ 161,614.13 Per cent of time elapsed 83.33 %
 Exclusive of engineering \$ 150,121.57
 Estimated cost of completed project, exclusive of engineering \$ 150,121.57
 Estimated per cent overrun or underrun None %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 11,492.56
 Engineering cost to date \$ 8,111.00, 70.6 % Date project was completed October 24, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Seeding of slopes was completed this week by State Forces.

State Forces installing signs this week on The 6th.-7th.

Street Couple.

CONSTRUCTION DIVISION
RECEIVED

NOV 4 1957

NOTED ☒ ☒ ☒ ☒
 CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed

Stan E. Roberts
 Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.
 State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.75	0.75			0.75
Miles partially completed	0.75	0.75			0.75
Miles completed	0.75	0.75			0.75
Total estimated quantities (contract)	11,600	18,900			5,800
Total quantities corrected to date	14,100	17,900			5,518
Estimated quantities moved or placed to date	14,100	17,900			5,518
Average daily quantities	---	---			---
Average daily quantities necessary to complete project on time	---	---			---
Number shifts per day	---	---			---
Hours per shift	---	---			---
Average force on project for week	---	---			---

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Fair		
Thursday	Partly Cloudy		
Friday	Clear		
Saturday			

RECEIVED
NOV 5 1957

FOR FILING

FORM 2-101-47,000-2-57-1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

Nov. 1, 1957

4976

SUBJECT: One-way Couplet
Grants Pass

To: Tom Edwards
Construction Engineer
Salem, Oregon

L

I submit herewith a newspaper clipping from the Grants Pass Daily Courier which discusses the complaint of local motel owners on North 6th Street that they are losing business due to the opening of the one-way couplet through Grants Pass. This clipping is forwarded for your information so that you may be advised of the thinking of the various local groups in Grants Pass.

F. D. Morgan
F. D. Morgan
Division Engineer

dls
encl.

To W. B. W.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
NOV 4 1957

NOTED--☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Grants Pass Planners Told New One-Way Couplet Costing City C

A statement that the one-way couplet north of A street has been a "mistake," which has resulted in business loss as high as 75 per cent to business men in the north Grant Pass area along 6th street, was made to the city planning commission last night. Protesting institution of the one-way grid prior to the establishment of a second bridge and completion of the freeway interchange at Seco-ville road was Robert K. Johnson, operator of the Egyptian motel on N.W. Sixth, who served as spokesmen for a group of a dozen men engaged in business in the area.

Johnson asked the commission to appoint representatives to meet with his group to discuss the possibility of petitioning the state highway department to re-divert traffic to two-way for the time being, to prevent further business loss, until 7th street is properly zoned to allow adequate signing. Members of the commission

pointed out that the one-way couplet, approved by the commission and council originally in 1955 following the state highway traffic survey of the Grants Pass area, was given priority No. 1 in the highway development program and was now an accomplished fact, and that the couplet had been completed and accepted by the state highway department as part of the state and federal highway system.

Planners also noted that the couplet itself is complete and that construction of a second bridge, the freeway and related interchanges would not alter the couplet as it stands.

W. W. Baldree asked Johnson: "Do you expect the city, which went on record after public hearings and prolonged discussion as approving the project, and which appeared with a delegation in Salem to urge immediate implementation of the couplet, to go to the highway commission and

say 'We asked for this but we did not know what we were talking about?' I fear that would put the city in a most unpleasant position the next time we made a request to the department. They would tell us, 'You go on home and come back in three or four months and tell us then how you feel about it.'"

Johnson replied, "Well, we feel that it is a mistake, at least for the present."

Mayor Robert Martin pointed out that the project, which involved federal matching funds, could not be altered without permission of the Federal Bureau of Public Roads.

The commission took no formal action on Johnson's request. Johnson was assured by the chairman, Morris Milbank, that the commission would do all in its power to assure more adequate signing of 7th street to call attention to local business enterprises and that the commission would be willing to

meet with Johnson's group to discuss his problem.

Milbank appointed Robert Fishner, Charles Dawson and City Engineer Robert Carstensen to formulate a proposed amendment to the present city zoning ordinance which would permit the installation under proper regulation of business signs in the present residential area along N.E. 7th street north of A street.

The same committee was asked to include provision for the use of one-way signs on the one-way streets with a restriction that the un-lighted sides of such signs be regulated to prevent them from being eyesores.

The commission approved a request from the chairman that the city manager be authorized to contact the state highway department to ask immediate installation of stop highway signs on 7th street pointing to the central business district, the city hall, the courthouse, and to tourist facilities such as motels and restaurants. A sign pointing to Cavenham pool will be requested this summer. Signs on 6th pointing to the northbound route were also to be requested.

Jack Lane presented a petition signed by all but one property owners of property on 7th between Steiger and the north city limits asking for re-zoning of the street to zone 3 commercial. The petition was referred to the city engineer for checking and re-submission to the commission at its next meeting.

City Manager Hugh McKinley said that the highway department planned to paint out the double line extending the length of 6th street in the center of the street and to paint lanes allowing for three traffic lanes instead of the present four lanes.

He announced that the state planned a series of radar speed checks of traffic on all portions

started but the scientist was

of the new couplet to determine the need and extent of speed zones in the city area.

The matter of providing guard protection for Lincoln school children at 7th and Manzanita is under study, he said.

Chairman Milbank reported that residents of Jackson street a 26-foot street extending from 6th to 7th north of A and south of Evelyn had expressed opposition to banning of parking on both sides of the street as had been proposed. The commission approved a motion to ban parking on the south side of Jackson only to facilitate interchange of traffic between the two couplet units in that area.

Endorsement of the state highway proposal for the Jones Creek to M street access route providing an east entrance to the city from the freeway was made by Virgil Adams planning consultant in a

One-Way Couplet Costing City Considerable Business

Johnson's group to discuss the problem.

Appointed Robert Fish, Dawson and City Engineer Carstensen to formulate proposed amendment to city zoning ordinance.

Jack Laue presented a petition signed by all but one property owner of property on 7th between Steiger and the north city limits asking for re-zoning of the street to zone 3 commercial. The petition was referred to the city engineer for checking and re-submission to the commission at its next meeting.

City Manager Hugh McKinley said that the highway department planned to paint out the double line extending the length of 6th street in the center of the street and to paint lanes allowing for three traffic lanes instead of the present four lanes.

He announced that the state planned a series of radar speed checks of traffic on all portions

of the new couplet to determine the need and extent of speed zones in the city area.

The matter of providing guard protection for Lincoln school children at 7th and Manzanita is under study, he said.

Chairman Milbank reported that residents of Jackson street a 26-foot street extending from 6th to 7th north of A and south of Evelyn had expressed opposition to banning of parking on both sides of the street as had been proposed. The commission approved a motion to ban parking on the south side of Jackson only to facilitate interchange of traffic between the two couplet units in that area.

Enforcement of the state highway proposal for the Jones Creek to M street access route providing an east entrance to the city from the freeway was made by Virgil Adams planning consultant in a report.

Adams recommended that the highway proposal be approved as providing rapid access to Redwood highway from the freeway, rapid access to the city center and suggested that the department be asked to include at a sub-grade or grade crossing of the Southern Pacific tracks in the vicinity of McLearn road to permit a cloverleaf providing access to the industrial area and the Portola and Jones creek residential areas from the access arterial.

Adams pointed out that the access arterial as proposed would be fenced for limited access to prevent commercial development between the Jones Creek interchange and the connection of the new diagonal with M street.

These additions were recommended to the council by the commission, which also went on record as favoring the M street access location.

Adams also presented plans for neighborhood development of Jones Creek and Portola areas recommending a second grade or sub-grade track crossing at Agness and extension of Agness to Portola to provide internal movement from one area to another via Foothill boulevard. A potential of 2,008 dwellings in the area south and east of the freeway access was forecast by the planner, who said that possibly three elementary schools would be needed. Adams reiterated a statement made previously to the District 7 school board that the traffic at M and 7th would make the present Riverside school untenable.

The commission voted to hold a special meeting prior to the public hearing on the M street arterial access. The hearing will be set by the state highway commission, which assured city officials last week that the city would be given at least two weeks notice of the hearing.

The commission voted to hold a special meeting prior to the public hearing on the M street arterial access. The hearing will be set by the state highway commission, which assured city officials last week that the city would be given at least two weeks notice of the hearing.

RECEIVED
OCT 22 1957

FOR FILING

FORM E-300-87,000-E-37-1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 25, 1957

SUBJECT: Grants Pass One-Way Couplet

To: MEMO TO FILE

L

This is to advise that A. E. Archibald called the writer this date from Grants Pass and discussed the installation of a "STOP" sign on Seventh Street facing northbound traffic at "A" Street. After much discussion, and upon Mr. Archibald's opinion that there was some difficulty in traffic crossing Seventh Street on "A", the writer advised that it would be agreeable to make installation of these "STOP" signs.

We also discussed the inadvisability of installing "STOP" signs at "M" Street at this time.

One other point that was brought up was the placement of the traffic signal heads on Sixth Street. The writer advised Mr. Archibald to remove the louvers from the existing traffic signal heads so that they could be seen by southbound vehicles on the left hand side of the street. I also advised him that at such time as traffic signal contract was let, that signal heads would be adjusted and placed in proper position.

J. Al. Head

Assistant Traffic Engineer

NOTED
G. S. PAXSON

JAH:pt

G. S. Paxson

cc - Frank Morgan

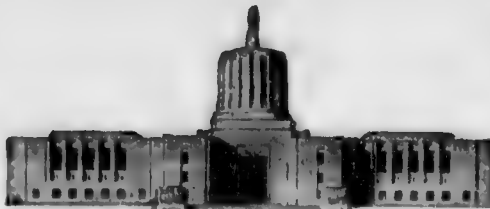
James F. Putnam

W. O. Widdows

RECEIVED
OCT 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 21, 1957

The Pacific Telephone and Telegraph Company
29 West 11th Avenue
Eugene, Oregon

Re: Coax Cable Adjustment
North Grants Pass Interchange
Pacific Highway
Josephine County

Attention: Mr. C. J. Quirk

Gentlemen:

In reply to your letter of October 8, 1957 to Mr. G. E. Roberts of Grants Pass, we wish to inform you that since the existing facility is on public property, it is the obligation of the telephone company to make any necessary adjustments to this facility without cost to the State. The lowering work done so far by you has not been without cause even though the interchange plan has been changed since your first adjustment was made. The new interchange design crosses your buried cable in the same place as the original design and, in addition, a new crossing is made near Station L_c 1199+22, as stated in your letter.

Our Bridge Design Section has not yet started work on the structure for the Scoville Road overcrossing. Contact will be maintained with the designers with your needs in mind. As of this date, this project has not been programmed. You will be kept informed of any scheduling of this project.

An access ramp to your repeater hut was built under the contract just finishing. This access point is not to be changed, and access will be allowed from Scoville Road at your convenience.

Very truly yours,

Tom Edwards
Construction Engineer

By *L. H. Young*
L. H. Young
Asst Construction Engineer

LHY:je

cc Forrest Cooper
J. W. DeSouza
F. D. Morgan
G. E. Roberts

NOTED
FORREST COOPER

RECEIVED
OCT 21 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 17 1957

FOR FILING

FORM E-80X-80M-11-55-90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 13, 1957

SUBJECT:

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

L

The subcontract between M. C. Lininger & Sons and J. C. Compton Company covering all of Items 33, 35 and 37, and the placing only of Items 34 and 36 on the North Grants Pass Interchange-Savage Street Contract No. 4976, Oregon U-131 (18) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED

RECEIVED
SEP 16 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 - 1957

FOR FILING

4-131

September 4, 1957

Mr. Hugh McKinley
City Manager of Grants Pass
City Hall
Grants Pass, Oregon

Dear Mr. McKinley:

Upon Mr. Williams' return from the trip with the Highway Commission he told me that you were concerned about the opening of the Grants Pass couplet and were under the impression that I had told you in a letter that it would not be opened until the repaving of 7th Street was done. I assume that you are referring to my letter of August 23 in which I told you that we did not anticipate completion of the street work and opening to traffic of the couplet until July 1, 1958. I referred only to each end of the couplet now under contract to M. C. Lininger & Sons. We will, of course, not delay opening of the couplet for any repaving of 7th Street itself.

See
mail
Traffic
Light
Grants
Pass.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ga

cc Mr. W. C. Williams
Mr. F. B. Crandall

Contract # 4976

RECEIVED Monthly Transaction No. SEP 1 - 1957 9-17 FOR FILING Project Report No. <u>U-131(18) 6</u>	For <u>2</u> (5-25 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS FEDERAL-AID PROJECT AGREEMENT	State <u>Oregon</u> County <u>Josephine</u> Project No. U-131(18)		
The State, through its Highway Department, having complied with the terms ~~and conditions set forth~~ in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.				
Project termini North Urban boundary to 0.25 mi. south of north city limits of Grants Pass (U.S. 99).				
Project classification or class of work	Effective date of authorization	Approximate length		
Highway planning				
Preliminary engineering				
Rights-of-Way				
Construction	5/1/57	0.7		
Other (Specify)				
FUNDS				
Estimated total cost of project \$ 157,142.70	Federal funds \$ 97,300.00			
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.				
<table style="width: 100%; border: none;"><tr><td style="width: 50%; vertical-align: top;"> OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Charles Reynolds</u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u>Harriet</u> Member, State Highway Commission (title) </td><td style="width: 50%; vertical-align: top;"> U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>C. G. Holt</u> Division Engineer Date executed by Division Engineer <u>September 3, 1957</u> <u>[Signature]</u> </td></tr></table>			OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Charles Reynolds</u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u>Harriet</u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>C. G. Holt</u> Division Engineer Date executed by Division Engineer <u>September 3, 1957</u> <u>[Signature]</u>
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Charles Reynolds</u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u>Harriet</u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>C. G. Holt</u> Division Engineer Date executed by Division Engineer <u>September 3, 1957</u> <u>[Signature]</u>			

Oregon State Highway Department

Federal Aid Project
No. U-131(18)

NORTH GRANTS PASS INTERCHANGE-SAVAGE ST. SECTION
OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 2, 1957

Type Code 6201

Roadway (Sta. 1218+98 to 1335+35) (No Work Sta. 1258+41 to 1335+35)
(Contract No. 1976)

All Required	Clearing and Grubbing	\$	\$ 5,000.00
1,200 lin. ft.	Removal of Curb and Gutter	0.40	480.00
500 sq. yds.	Removal of Walks	0.35	175.00
5 only	Removal of Catch Basins	20.00	100.00
1,500 cu. yds.	Drainage Excavation, Unclassified	2.75	4,125.00
11,600 cu. yds.	General Excavation, Unclassified	0.75	8,700.00
0.75 mile	Finishing Roadbed and Slopes	1,000.00	750.00
100 lin. ft.	18" Corrugated Metal Pipe, Hasted Type	5.00	500.00
170 lin. ft.	29" Arch Type Corrugated Metal Pipe	7.00	1,190.00
90 lin. ft.	12" Corrugated Metal Siphon Pipe	6.50	585.00
180 lin. ft.	18" Corrugated Metal Siphon Pipe	8.00	1,440.00
130 lin. ft.	12" Concrete Pipe	2.00	260.00
290 lin. ft.	18" Concrete Pipe	3.50	1,015.00
70 lin. ft.	24" Concrete Pipe	5.00	350.00
34 lin. ft.	36" Concrete Pipe	10.00	340.00
600 lin. ft.	8" Sewer Pipe	1.20	720.00
120 lin. ft.	10" Sewer Pipe	1.60	192.00
1,400 lin. ft.	12" Sewer Pipe	1.90	2,660.00
800 lin. ft.	15" Sewer Pipe	2.50	2,000.00
750 lin. ft.	18" Sewer Pipe	3.00	2,250.00
160 lin. ft.	21" Sewer Pipe	4.00	640.00
12 cu. yds.	Concrete End Basins	55.00	660.00
35 cu. yds.	Class "A" Concrete in Box Culverts	50.00	1,750.00
3,900 lbs.	Metal Reinforcement in Box Culverts	0.15	585.00
13 only	Concrete Manholes	240.00	3,120.00
30 only	Concrete Catch Basins	72.00	2,160.00
1 only	Adjustment of Manholes	60.00	60.00
310 cu. yds.	Concrete Curbs	47.00	14,570.00
250 sq. yds.	Concrete Walks	4.00	1,000.00
16,900 cu. yds.	Coarse Crushed Material in Base	2.10	35,490.00
2,000 cu. yds.	3/4" - 0 Material in Base	2.25	4,500.00
700 M-gals.	Sprinkling	2.50	1,750.00
0.75 mile	Preparation of Base	500.00	375.00
270 cu. yds.	3/4" - 0 Material in Binder Course	3.50	945.00
45 tons	BC-3 Asphalt	50.00	2,250.00
5,800 tons	Class "B" Asphaltic Concrete	6.65	38,570.00
10 tons	RS-1 Asphalt	60.00	600.00
			<u>\$141,857.00</u>
All Required	Flagging (57 1/2% of Contractor's Cost)		<u>1,000.00</u>

Subtotal	\$142,857.00
10% Engr. & Cont.	<u>14,285.70</u>
Total	\$157,142.70

Length of Roadway	0.747 Miles
Cost of Roadway Per Mile	\$210,365.06

Federal Funds.....	\$ 97,300.00
State Funds.....	<u>59,842.70</u>
	\$157,142.70

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
 Chap. 529, Laws 1939.
 State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-aid Project
No. U-131(18)

NORTH GRANTS PASS INTERCHANGE-SAVAGE ST. SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement)

Salem, Oregon, April 29, 1957

Type Code P.E.

All Required Preliminary Engineering \$ 8,000.00

Type Code 6201

Roadway (Sta. 1218+98 to 1335+35) (No work Sta. 1258+41 to 1335+35)

All Required	Clearing and Grubbing		\$15,000.00
1,200 lin. ft.	Removal of Curb and Outter	\$0.40	480.00
500 sq. yds.	Removal of Walks	1.00	500.00
5 only	Removal of Catch Basins	15.00	75.00
1,500 cu. yds.	Drainage Excavation, Unclassified	3.00	4,500.00
11,600 cu. yds.	General Excavation, Unclassified	1.50	17,400.00
0.75 mile	Finishing Roadbed and Slopes	750.00	562.50
100 lin. ft.	18 inch Corrugated Metal Pipe, Nested Type	9.00	900.00
170 lin. ft.	29 inch Arch Type Corrugated Metal Pipe	9.00	1,530.00
90 lin. ft.	12 inch Corrugated Metal Siphon Pipe	5.50	495.00
180 lin. ft.	18 inch Corrugated Metal Siphon Pipe	7.00	1,260.00
130 lin. ft.	12 inch Concrete Pipe	2.50	325.00
290 lin. ft.	18 inch Concrete Pipe	4.25	1,232.50
70 lin. ft.	24 inch Concrete Pipe	5.75	402.50
34 lin. ft.	36 inch Concrete Pipe	9.50	323.00
600 lin. ft.	8 inch Sewer Pipe	2.00	1,200.00
120 lin. ft.	10 inch Sewer Pipe	2.25	270.00
1,400 lin. ft.	12 inch Sewer Pipe	2.50	3,500.00
800 lin. ft.	15 inch Sewer Pipe	3.00	2,400.00
750 lin. ft.	18 inch Sewer Pipe	3.50	2,625.00
160 lin. ft.	21 inch Sewer Pipe	4.50	720.00
12 cu. yds.	Concrete End Basins	100.00	1,200.00
35 cu. yds.	Class "A" Concrete in Box Culverts	50.00	1,750.00
3,900 lbs.	Metal Reinforcing in Box Culverts	0.14	546.00
13 only	Concrete Manholes	250.00	3,250.00
30 only	Concrete End Basins	85.00	2,550.00
1 only	Adjustment of Manholes	75.00	75.00
310 cu. yds.	Concrete Curbs	50.00	15,500.00
250 sq. yds.	Concrete Walks	4.50	1,125.00
16,900 cu. yds.	Coarse Crushed Material in Base	2.30	38,870.00
2,000 cu. yds.	3/4" - 0 Material in Base	2.65	5,300.00
700 M-gals.	Sprinkling	3.00	2,100.00

0.75 mile	Preparation of Base	\$250.00	\$ 187.50
270 cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,080.00
45 tons	RC-3 Asphalt	45.00	2,025.00
5,800 tons	Class "B" Asphaltic Concrete	7.00	40,600.00
10 tons	RS-1 Asphalt	75.00	<u>750.00</u>

\$172,609.00

All Required

Flagging (57 1/2% of Contractor's Cost)

1,000.00

Subtotal

\$173,609.00

10% Engr. & Cont.

17,360.90

Total

\$190,969.90

Length of Roadway 0.747 Miles
Cost of Roadway per Mile \$255,649.12

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 8,000.00	\$ 4,800.00	\$ 3,200.00
Roadway	<u>190,969.90</u>	<u>118,200.00</u>	<u>72,769.90</u>
	\$198,969.90	\$123,000.00	\$75,969.90

RECEIVED
AUG 21 1957

FOR FILING

FORM E-20X-47,000-2-57-1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 20, 1957

SUBJECT:

To:

Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between M. C. Lininger & Sons and Mark Axtell covering Item 1 and the construction of the portion of Item 6, between 6th & 7th Streets on the extreme south end of the project on the North Grants Pass Interchange-Savage Street Contract No. 4976, Oregon U-131 (18) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. O. Polk (2)

RECEIVED
AUG 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1957

FOR FILING

August 15, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering relaying and adjusting sewer connections on the North Grants Pass Interchange-Savage Street Section of the Pacific Highway in Josephine County, Contract No. 4976, in connection with Federal Aid Project No. U-131 (18).

It is necessary to relay existing sewer connections from the trunk sewer to dwellings where they interfere with the grade of the storm sewer under construction.

Very truly yours,

H. C. Villalón
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

RECEIVED
AUG 26 1957

FOR FILING

4476

Salem, Oregon
August 13, 1957

RW-18042

Agenda Item 1B-8b

Mr. R. L. Porter
Right of Way Engineer
Office

File No. 26133 - Butterfield
Grants Pass (6th & 7th Sts.) Section
Pacific Highway
Josephine County

Attached hereto for further handling are two fully executed copies of a Grant of Access to the James C. Butterfield property on Grants Pass (6th and 7th Sts.) Section of the Pacific Highway in Josephine County.

A conformed copy of the above Grant of Access has been retained in this office.

Secretary

rn
Attach: 2

REFERRED TO
BY SECRETARY

AGENDA
AUG 8 1957

1896

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1957

To: Mr. H. B. Glaisyer
Secretary
OFFICE

SUBJECT: AGENDA ITEM FOR AUGUST 8-9 MEETING
File No. 26133 - Butterfield
Grants Pass (6th & 7th Sts.) Section
Pacific Highway
Josephine County

Attached hereto is an Indenture of Access form to be placed on the next agenda. The form is submitted intriplicate, two copies to be executed by the Commission, if approved, and returned to this office for further handling. The copies to be executed bear the approval of the Deputy State Highway Engineer and the Chief Counsel.

The matter will be presented by the Right of Way Engineer.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:IH
Enclosures
Form (in triplicate)

NOTED
H. B. CLAISYER

(A)

copy 2 copies

1896

RECEIVED
SEP 5 - 1957

FOR FILING

11-1-1-1
4174

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
August, 1957

Location:

Highway: 6th & 7th Streets
US99 - Grants Pass
Section: Savage St. - "M" Street
Section
County: Josephine

Approved:

Date: March 28-29, 1957
Amount: \$56,500

Estimated Contract Amount	\$43,000.00
Anticipated Additional Items	
Estimated State Force Amount	350.00
Engineering and Contingencies (12½%)	<u>5,650.00</u>
Total	\$49,000.00
Participation by the City of Grants Pass	\$24,500.00

1001

RECEIVED
JUL 23 1957

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 23, 1957

Mr. Hugh McKinley, City Manager
City Hall
Grants Pass, Oregon

Re: The California Oregon Power Company
Power Line Adjustment
6th & 7th Street Couplet
Pacific Highway - Grants Pass

Dear Mr. McKinley:

Receipt is acknowledged of your letter of the 16th, with which you enclosed copy of a letter from The California Oregon Power Company regarding the removal of poles from the right of way of existing streets on the 6th and 7th Street couplet.

I have examined a copy of your Ordinance 1354, which grants a franchise to The California Oregon Power Company to maintain its poles, lines, wires and fixtures for the purpose of transmission of electricity on the city streets and alleys of Grants Pass.

Section 2 of the Franchise contains the language "The said poles so authorized to be erected and maintained shall be so placed in and upon the said streets, alleys, and other public places as not unreasonably to interfere with the City's or the public's uses thereof". While I am not sure that this added anything to the inherent powers of the City to require the moving of the poles where necessary for a legitimate purpose, it does add some prima facie indication of the City's powers. Somewhat similar language in legislative franchises and in city franchises has been held to mean that such language is not restricted to the use of the street at the time of the granting of a franchise, but would be applicable to future uses and expansions.

I am sending a copy of this letter to Mr. Balderree, City Attorney, whose further advice I assume you will seek, and for his information cite the following cases:

Chicago B. & Q. R. Co. v. City of Chicago, 17 S. Ct. 581.

Great Northern Ry. Co., et al v. State of Minnesota, 246 U.S. 434, 62 L. Ed. 817, 38 S. Ct. 346.

New York Tunnel Authority v. Consolidated Edison Co., 68 N.E. 2d 445 (1946).

NOTED
FORREST COOPER

Mr. Hugh McKinley

-2-

July 23, 1957

City of Macon v. Southern Bell Tel. & Tel. Co., 79
S.E. 2d 265, 271 (Ga. 1953).

Southern Bell Tel. & Tel. Co. v. Commonwealth, et al,
266 S.W. 2d. 303 (Ky. 1954) 310.

Section 5 of the Franchise makes reference to the payment of cost in instances of "the creation of future local improvement units or districts". A contention was made by The California Oregon Power Company that the State should pay for the movement of power poles in the City of Central Point where a similar franchise clause was in existence. It was pointed out that the State Highway Commission was not a future local improvement unit or district and would not come under such a classification. Most of the discussion was with Mr. Edward Branchfield, Attorney for The California Oregon Power Company, and he did not contest the position of the Highway Commission.

I do not know under what authority Mr. Moyer speaks on behalf of The California Oregon Power Company; that is to say, I do not know whether he is speaking strictly as District Manager or has been authorized to speak on behalf of the Company. If he is speaking as an individual it is possible that reference to higher authority will bring about a different conclusion.

Paragraph 2 of the Agreement between the Highway Commission and the City of Grants Pass, under THINGS TO BE DONE BY CITY makes reference to the relocation or reconstruction of such facilities as may be done without cost to the City. I read this to mean a direct financial expenditure or payment to the utility company in question, but not as relieving the City from exercising its full municipal powers to cause the utility company to do the work without compensation.

If The California Oregon Power Company further persists in its present position, I would suggest, for your consideration, that the City of Grants Pass pass an ordinance requiring The California Oregon Power Company to move to proper locations such subject poles and fixtures as are now located within the original dedicated streets and that appropriate legal action, if necessary, be taken to enforce the terms of the ordinance.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. W. Baldersee, City Attorney
P.O. Box 578
Grants Pass, Oregon

Mr. Forrest Cooper, Mr. G. S. Paxson, Mr. Frank Morgan, Mr. L. H. Young,
Mr. Glen Roberts, and Mr. Leonard Lindan



C
O
P
Y

THE CALIFORNIA OREGON POWER COMPANY

Medford, Oregon

July 15, 1957

City of Grants Pass
City Hall
Grants Pass, Oregon

Attention: Mr. Hugh McKinley, City Manager.

Gentlemen:

We are in receipt of your letter of June 20, 1957 addressed to Mr. W. J. Moyer, Manager, The California Oregon Power Company in Grants Pass.

We have made an estimate of the cost of moving the poles and other facilities and are enclosing a copy of such estimate herewith. We are willing to move such facilities to the new location upon receiving proper assurance that this Company will be reimbursed for the cost thereof. We respectfully suggest that it is the duty of either the City of Grants Pass or the State Highway Department to make such reimbursement.

We must decline to make such relocation until we receive a definite commitment as to the payment of the cost thereof.

Very truly yours,

THE CALIFORNIA OREGON POWER COMPANY

/s/ W. J. Moyer
District Manager



**RELOCATION OF FACILITIES ON NORTH 7TH STREET IN GRANTS PASS IN
CONNECTION WITH THE PROPOSED HIGHWAY DEVELOPMENT**

Our estimate of cost to City of Grants Pass or State Highway Department for moving the facilities is as follows:

Labor	\$731.00
Materials	\$965.00
Transportation	\$ 48.00
Salvage	(\$305.00)
Depreciation	(\$216.00)
Betterment	(\$300.00)
 NET COST	 \$923.00

RECEIVED
JUL 5 1957
FOR FILING

11-1-1-1
4916

July 3, 1957

Mr. Hugh McKinley
City Manager
City Hall
Grants Pass, Oregon

Dear Mr. McKinley:

I have discussed with Mr. Crandall your letter of June 11 wherein you enclosed a copy of a letter received from L. R. Smith, Division Superintendent, Southern Pacific Company, which has to do with the cost of the relocation of the existing 6th Street railroad signals and new installation at 7th Street in Grants Pass.

Regarding the revised cost estimates quoted, it is true that some time has elapsed since the previous estimate, and the upward revision did not appear to be out of line. Our previous estimate, I believe, was \$27,000 for new installation and adjustment of the existing installation.

You asked specifically for our reaction to the suggestion of Mr. Smith that a number of each of the organizations concerned meet to discuss the signal installations. I frankly do not see the particular need for such a meeting. The matter of the division of signal installation costs between the several parties involved will be the only one wherein there will be material difference in thought, and this is a matter that can only be resolved by the Public Utility Commissioner following a hearing. As indicated in Mr. Smith's letter, the Southern Pacific Company will not feel obligated to share the cost, while the opinion of this Department is that they should bear 50 per cent of the installation cost.

In your letter you also bring to our attention the possible need for moving the speed zone on North 6th Street to a more northerly location. This matter will be made the subject of an investigation, with a report and recommendation to the State Speed Control Board.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. J. W. DeScusa

FBC:eh hi

June 11, 1957

Mr. F. B. Crandall, Traffic Engineer
State Highway Department
Salem, Oregon

Dear Mr. Crandall:

Enclosed for your information is a copy of a letter received from L. R. Smith, Division Superintendent of the Southern Pacific Company, concerning the cost of the relocation of 6th Street signals and the installation of 7th Street railroad warning signals in Grants Pass. You will note the last paragraph which suggests the possible use of a joint meeting between the three organizations to discuss these installations. It will be appreciated if you will give us the benefit of your thinking in this regard and if you feel a meeting is desirable we will be happy to attend at your convenience.

Last Friday the people approved a bond issue to provide funds for the city's share of the traffic signal installation costs. We will not sell the bonds until we have a definite idea as to the amount needed.

I also wish to call to your attention the possible need for moving the speed zone on North 6th Street for South bound traffic to a more Northerly location. With the development of business along North 6th Street, particularly the new Caveman Drive In Restaurant, the possible need for slowing South bound traffic down farther to the North appears to be desirable. A review of this suggestion by your speed control people will be appreciated.

Very truly yours,

McK:bjb
enc.

Hugh McKinley
City Manager

C
P
Y

SOUTHERN PACIFIC COMPANY
Union Station, Portland 9, Oregon

April 29, 1957

Mr. Hugh McKinley
City Manager
Grants Pass, Oregon

Dear Sir:

This will acknowledge phone conversation between you and Assistant Engineer Bartlett relative to furnishing you an up-to-date cost figure on installation of two flashing light signals at Seventh Street to take care of the one-way couplet, which the City proposes to do.

To conform to this one-way couplet, it will be necessary to move the one signal at Sixth Street.

Since the estimate which the State Highway furnished you was made in 1955, we have had two material cost raises and one labor adjustment. The total cost for the Seventh Street Signal is now \$20,055. The new cost for moving the signal at Sixth Street is \$8,575. This is based on the entire cost being borne by the City and/or the State.

We do not know what arrangements you are making with the State Highway Commission but would suggest that a member from each of the organizations meet to discuss these installations, which might be of mutual benefit to all of us.

Yours truly,

/s/ L. R. Smith
Superintendent

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. R. McIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 29, 1957

Mr. Hugh McKinley
City Manager
City of Grants Pass
City Hall
Grants Pass, Oregon

Dear Mr. McKinley:

This will acknowledge receipt of your letter of April 9 in regard to installation of railroad crossing signals on 7th Street and revision of the existing railroad crossing signals on 6th Street as a part of the one-way couplet project in the city of Grants Pass.

As indicated in our telephone conversation, it is the intention of the State Highway Department to petition the Public Utility Commissioner requesting a 50 per cent allocation of the cost of the signals to the railroad and a 50 per cent allocation to be shared equally by city and state.

The cost of the installation, which is estimated to be \$27,000, does appear at first glance to be extremely high. This high cost is caused by two factors. In the first instance, there are a large number of tracks crossing the two streets at this point, which results in a large number of bonded rails for detecting trains. Secondly, because of the switch movement which takes place in the area, and the possibility of trains standing adjacent to the crossing without moving across the street, it is necessary that time delay relays be installed so that operations of the signals may be kept to a minimum. If this is not done, there will be excessive operation of signals and within a short period of time, local motorists will pay no attention to the signals. The complexity of the track system at this point is the cause of this high cost.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Grandall
Mr. J. W. DeSouza
Mr. Frank D. Morgan

*Note - McKibby & Morgan
5/1/57 - City will consider
at 5/1/57 Council meeting
now to pass a Bond issue
for this and Franklin*

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. W. REYNOLDS, MEMBER
LA GRANDE
W. R. MEYER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 4, 1957

Mr. Hugh McKinley
City Manager
City Hall
Grants Pass, Oregon

Dear Mr. McKinley:

This will acknowledge your letter of March 26 to Mr. J. Al Head, Assistant Traffic Engineer.

The north-south one-way couplet will continue as Route US99 until the interstate freeway location is built, which will be several years in the future. We do not feel it advisable to undertake a detailed study of what ultimate routes would be assigned to the 6th-7th one-way couplet at that time as conditions may possibly change by the time the freeway routing is constructed. Further, any adjustment in routing involving U. S. Routes must be cleared through and approved by the American Association of State Highway Officials. As the time approaches when the freeway location will be opened to traffic, route numbers will be discussed with you.

Regarding the suggestion that some route other than D Street be used as a connection to the Jones Street interchange on the proposed bypass, we can only state that if the City wishes to improve an extension of F Street, it would appear perfectly feasible to do so. You will note that in the arterial plan as developed in the Grants Pass Traffic Study, east-west arterials were spaced on an approximate four-block interval, and it is questionable, if F Street were developed as an arterial, whether it would be feasible from a traffic-movement standpoint also to retain D Street as an arterial, and, further, it might possibly leave too many blocks between A and F without an intervening arterial street. This, however, is a problem for you and the City Council to consider in light of local conditions and whatever decision you make would in no way affect the operation of our state highways.

As to your 1957-58 budget for the traffic signal system for the one-way-street couplet, we feel that not all of the traffic signals mentioned in your letter are necessary at this time. From our most recent studies, made during the past week, it would appear that additional traffic signals are justified on 6th Street, the proposed one-way southbound routing of US99, at Savage and Evelyn Streets, and that it would be necessary to revise the signals now in place on 6th Street at A, D, F,

April 4, 1957

"G", "H", "J", "L" and "N" Streets. We do not feel that it is necessary to install traffic signals on 7th Street at "L", "H" or "F" Streets. These streets are not east-west arterials, they do not have heavy pedestrian movements, and there should be little reason why vehicles should experience difficulty in crossing 7th Street at these three intersections. Thus, it is our thought that they could be left out of the over-all installation at this time.

This traffic signal installation is estimated to cost \$60,000. This \$60,000 is inclusive of the \$3,500 which we already have covered by agreement to replace controllers on 6th Street. Thus, the project would now come to \$56,500, which would be borne equally by the City and State with the City assuming the responsibility for maintenance and operation and for consumption of electrical energy once the over-all installation is completed.

We plan to let to contract the northerly extensions of the one-way couplet between Beacon Drive and Savage and the crossover between 6th and 7th Avenues north of the Rogue River at the June Commission meeting. This would mean that we should let to contract the traffic signal installation at the July meeting of the State Highway Commission so that we will have the traffic signals completed at approximately the same time as the construction is completed in September or October.

I trust that the foregoing is sufficient information for you to present this matter to your Council and budget your participation with us in this undertaking. After hearing from you, we will present the matter to the State Highway Commission for its consideration and, presuming the matter is approved, we will then proceed with the preparation of an agreement, the drawing of plans and letting this to contract.

I am attaching a copy of a letter from the Southern Pacific Company giving an estimate of cost of installing a PUC Standard No. 2 flashing light signal at the 7th Street railroad crossing and of adjusting the present signal on 6th Street for one-way traffic. The total cost is \$27,000, \$19,000 to make a new installation at 7th Street and \$8,000 to relocate the flashing light signals at 6th Street. The cost will have to be prorated between the City, the Railroad Company and the State after a hearing is held before the Public Utilities Commissioner.

I am also attaching a map of the City on which we have shown various traffic-volume-count data. If after you have had an opportunity to review this data you find any discrepancy, we would appreciate hearing from you.

It is gratifying to know that the "No Left Turn" prohibition on 6th Street is improving traffic movement in your city.

Very truly yours,

V. C. Williams
State Highway Engineer

By

G. S. Patten
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. Tom Edwards
Mr. Frank Morgan

Attachments

RECEIVED
JUL 10 1957

FOR FILING

180
4996

Salem, Oregon
July 1, 1957

Mr. C. G. Swenson
City & County Relations Dept.
Office

MISC. CONTRACTS and
AGREEMENTS No. 1763

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of an agreement with the City of Grants Pass covering the construction of the proposed one-way couplet system on the Pacific Highway in the City of Grants Pass.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Grants Pass.

Secretary

rn
Attach:

REFERRED TO
James
BY SECRETARY

Office

RECEIVED
JUL 1 1957

FOR FILING

1-121(10)

4976

June 27, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the North Grants Pass interchange-Savage Street Section of the Pacific Highway in Josephine County, Contract No. 4976, in connection with Federal Aid Project No. U-131(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUL 1 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

FOR FILING



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 27, 1957

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Attention: Mr. V. W. Hammond, Distribution Superintendent

Re: The California Oregon Power Company
Power Line Adjustment
6th & 7th Street Couplet
Pacific Highway - Grants Pass

Dear Mr. Hammond:

Receipt is acknowledged of your letter of June 25, 1957, with reference to the moving of your facilities on the above titled project.

Under the City's agreement with the Highway Commission regarding the project, it is the obligation of the City to cause your utility facilities to be relocated or reconstructed and in connection with this phase of the matter Mr. Hugh McKinley, City Manager of Grants Pass, addressed a communication to Mr. William J. Boyer of your Company in Grants Pass, on June 20th. The communication requested the moving of the facilities and stated that by making the request the City did not obligate itself for the burden of the cost of the work.

Further details as to the items of work to be done may be obtained from Mr. Glen Roberts, Resident Engineer on the project, with headquarters at Grants Pass, Oregon. It is not to be anticipated that the Highway Commission will make any reimbursement for the cost of the work.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: City of Grants Pass
Mr. Forrest Cooper
Mr. L. H. Young
Mr. Frank Morgan
Mr. Glen Roberts

NOTED
FORREST COOPER

RECEIVED
JUN 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1957

FOR FILING

11-131 (18)
4976

June 26, 1957

Mr. W. W. Baldersee
City Attorney
P. O. Box 578
Grants Pass, Oregon

Dear Mr. Baldersee:

Thank you for your letter of June 25 having reference to an agreement relative to the improvement of Seventh Street in Grants Pass.

You are correct that our understanding, as discussed in my office on May 24, was that the widening of Seventh Street when necessary would be a part of the over-all federal-state project in Grants Pass. As I advised you at that time, only a certain amount of funds had been allocated, and such funds were allocated to a certain section which had to be covered by agreement within itself. Further developments of the over-all plan will be made as rapidly as funds become available and allocations are made by the State Highway Commission.

I cannot advise you as to any definite time that Seventh Street might be widened, but it is not anticipated that the City will be asked to cooperate in the cost of this work.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi

cc Mr. Forrest Cooper

W. W. BALDERREE
CITY ATTORNEY
P. O. BOX 578
GRANTS PASS, OREGON

June 25, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This letter is written in answer to your letter of May 24th last and in an effort to remove any misunderstanding which may have arisen from my letter of May 10th last to Mr. Lindas. It was not my intent to ask of the Highway Commission any formal agreement with regard to the widening of Seventh Street.

I think the matter was fully covered in the conversation between yourself, Mr. McKinley, Mr. Carstensen and the writer in your office at Salem on June 7th last. It is our understanding that 44 feet from curb to curb is the minimum requirement of the Highway Commission for streets which form a part of the highway system, as Seventh Street will. It is also our understanding that there has been no change in the plans of the Highway Commission with regard to Seventh Street and that it will be widened at state expense to the 44 foot width when necessary.

Very truly yours,

W. W. Balderree

WWB:ml

cc: Hugh McKinley
City Manager



RECEIVED
JUN 21 1957

FOR FILING

4976

Salem, Oregon
June 20, 1957

Contract No. 4976
North Grants Pass Interchange-
Savage St. Section

F. D. Morgan
Division Engineer
Roseburg

Please correct your copy of Contract No. 4976, North Grants
Pass Interchange-Savage St. Section, Item No. 1, Clearing and Grubbing,
to: "For Five Thousand Dollars Lump Sum", instead of per cu. yd.

S. H. Probert
Office Engineer

DHP:ia

cc: Resident Engineer
E. A. Pease
H. B. Claiyer

RECEIVED

CITY OF GRANTS PASS

OFFICE OF CITY MANAGER

GRANTS PASS, OREGON

June 20, 1957

Mr. William J. Moyer, Manager
California Oregon Power Company
315 N.E. 6th Street
Grants Pass, Oregon

Dear Mr. Moyer:

The one-way couplet project in Grants Pass includes the rebuilding of 7th Street between Steiger Street and Savage Street, and the construction of a connecting street between 6th and 7th south of "M" Street. In these areas the following power poles must be moved to a new location when the work is done.

North Grants Pass Interchange - Savage St.

Pole	Station	Remarks
COPCO G 1712	1253 + 53.5	
	1255 + 88	Deadman
COPCO G 2294	1256 + 05.5	
COPCO G 2456	1257 + 42	Transformer & deadman
COPCO G 2455	1258 + 12	

New Street 1335 + 35

COPCO G 1430	0 + 20.5
COPCO G 2957	0 + 20.5

You are herewith requested to take steps to activate the necessary pole relocations. It is further requested that you confer with Mr. Glen Roberts, Resident Engineer, State Highway Department, for detailed instructions as to the new locations of the poles.

It is understood that by filing this request the city is not obligating itself for the burden of the cost of this pole relocation work.

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. Curtis Baker
Mr. C. G. Swanson
Mr. Glen Roberts
McK:bjb

Very truly yours,

Hugh McKinley
City Manager

NOTED
FORREST COOPER

RECEIVED
JUN 21 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

TOP - 10000

CITY OF GRANTS PASS

OFFICE OF CITY MANAGER

GRANTS PASS, OREGON

June 20, 1957

Mr. William J. Moyer, Manager
California Oregon Power Company
315 N.E. 6th Street
Grants Pass, Oregon

Dear Mr. Moyer:

The one-way couplet project in Grants Pass includes the rebuilding of 7th Street between Steiger Street and Savage Street, and the construction of a connecting street between 6th and 7th south of "M" Street. In these areas the following power poles must be moved to a new location when the work is done.

North Grants Pass Interchange - Savage St.

<u>Pole</u>	<u>Station</u>	<u>Remarks</u>
COPCO G 1712	1253 + 53.5	
	1255 + 88	Deadman
COPCO G 2294	1256 + 05.5	
COPCO G 2456	1257 + 42	Transformer & deadman
COPCO G 2455	1258 + 12	

New Street 1335 + 35

COPCO G 1430	0 + 20.5
COPCO G 2957	0 + 20.5

You are herewith requested to take steps to activate the necessary pole relocations. It is further requested that you confer with Mr. Glen Roberts, Resident Engineer, State Highway Department, for detailed instructions as to the new locations of the poles.

It is understood that by filing this request the city is not obligating itself for the burden of the cost of this pole relocation work.

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. Curtis Baker
Mr. C. G. Swanson
Mr. Glen Roberts
McK:bjb

Very truly yours,

Hugh McKinley
City Manager

NOTED
FORREST COOPER



17-57

SIXTH - SEVENTH STREET COUPLET SECTION
Redwood Highway Josephine County
Job No. 17-1455

Move And / Or Adjust Gas Mains And Connections

The California-Pacific Utilities has gas mains laid along and crossing Seventh Street from Savage Street to "M" Street. (see detail map) These mains are laid approximately 18 inches below pavement grade and the service connections approximately 12 inches below grade. All mains on 7th Street and connections will have to be lowered or moved to new location. This work would be done at company expense. (see attached copy of city ordinance No. 1662)

ORDINANCE NO. 1662

AN ORDINANCE GRANTING TO CALIFORNIA-PACIFIC UTILITIES COMPANY, ITS SUCCESSORS AND ASSIGNS, A FRANCHISE FOR A PERIOD OF TWENTY YEARS FOR THE CONSTRUCTION, ENLARGEMENT, REPAIR, MAINTENANCE, EXTENSION AND OPERATION OF FACILITIES WITHIN THE STREETS, ALLEYS AND PUBLIC PLACES OF THE CITY OF GRANTS PASS, FOR THE SALE OF GAS; PRESCRIBING CERTAIN CONDITIONS; PRESCRIBING A FRANCHISE TAX IN LIEU OF CERTAIN OTHER TAXES; AND REPEALING ORDINANCE NO. 462 APPROVED BY THE MAYOR FEBRUARY 8, 1911.

THE CITY OF GRANTS PASS ORDAINS AS FOLLOWS:

Section 1. Subject to the provisions hereof and the conditions, all as hereinafter set forth, there is hereby and as of July 1, 1949, granted to the California-Pacific Utilities Company, a California corporation with its principal office at San Francisco, California, and its local office at 11 North Sixth Street, Grants Pass, Oregon, its successors and assigns (hereinafter called "Grantee") for the period of twenty (20) years from said 1st day of July 1949, the right, privilege and franchise to construct, enlarge, repair, maintain, extend and operate in the alleys, streets, avenues and other public places, throughout the City of Grants Pass as its boundaries are now and as they may hereafter be extended, pipes, mains and conduits for the supply, transmission, distribution and sale of artificial, natural and mixed gas in, throughout and across said City for light, heat, power and other purposes to any and all persons, firms and corporations within the said City or beyond the corporate limits thereof; and for the purpose of laying, maintaining, enlarging, extending and operating the said mains, pipes and conduits, Grantee shall have the right and privilege of digging ditches and excavating upon any and all streets, alleys, avenues and other public places in said City.

Section 2. The granting and continuance for the term above set forth of the rights and privileges hereby granted is, and shall be, subject to the following conditions:

(a) That all installations of pipes, mains and conduits in the streets, alleys, avenues and other public places shall be under ground and at such locations and depth (not less than 18 inches below the established grade line except with consent of City) therein as shall not interfere with the use of such street, alley, avenue or other public place by the City of Grants Pass or others for the maintenance, use and repair of sewers, water mains, pipes, conduits or other installation then in place or such installations thereof as may be contemplated by the City of Grants Pass, and all such installations under pavement shall, where practicable, be made by use of the "Jetting" or "Jacking" method without unnecessarily disturbing the surface of any street, avenue, or public place and shall be maintained in a good and workmanlike manner and as may now and hereafter be provided by the laws of the State of Oregon and ordinances of the City of Grants Pass and lawful regulations issued pursuant thereto, respectively.

(b) That, except as to emergency repairs, Grantee shall, prior to excavating any street, alley, avenue or public place and installing any pipe, main or conduit therein, file with the City of Grants Pass plans and specifications thereof showing the work to be done and location and nature of installations to be made or repaired or maintained, and shall secure the approval of the City of Grants Pass before proceeding with any such work and upon securing such approval shall proceed with such work in a diligent manner without

unnecessarily interfering with the use by the public of any such street, avenue, alley or other public place and forthwith restore any such street, alley, avenue, or public place disturbed in as good order and condition as theretofore, and that Grantee shall, upon demand of the City of Grants Pass, forthwith repair and restore any street, alley, avenue or public place disturbed by Grantee prior hereto to its former condition in such cases where any such work has not been done, and in the event that restoration of any street, alley, avenue or public place heretofore or hereafter disturbed by Grantee shall be defective, or such street, alley, avenue or public place shall become in disrepair by reason of the disturbance or defective restoration thereof by the Grantee, the Grantee shall, upon demand of the City, forthwith repair and place such street, alley, avenue or public place in the condition prior to its disturbance.

(c) That Grantee shall assume all liability and risk for damages to persons or property which may arise from the construction, repair or operation of any or all plants or appliances connected therewith and from the excavation of any street, alley, avenue or public place and the installation, maintenance and use of any pipe, mains, conduits therein which may be done pursuant to the provisions of this privilege and shall, at all times, save the City of Grants Pass harmless from any and all liability that may arise or be incurred therefrom and the operation or maintenance thereof and the Grantee shall further provide and keep in force and effect a policy of liability insurance in a company authorized to transact such business in the State of Oregon in a form satisfactory to the City of Grants Pass and providing for the indemnification of the City of Grants Pass, its Council, officers and employees against any loss, liability, attorney's fees or costs it or they may incur for damages to property and injuries to persons occasioned or arising out of the disturbance of any street, alley, avenue or public place in the exercise of the privileges hereby granted to the Grantee.

(d) That in the event the Grantee shall fail or neglect to place any street, alley, avenue or public place hereafter or heretofore disturbed by it in its former condition after notice to the Grantee and within such reasonable time as the Council may provide, the City of Grants Pass shall, without waiving any breach of these conditions, have the right to cause such repairs to be made as may be required and the Grantee shall, upon demand of the City of Grants Pass, pay thereto its reasonable costs and expenses incurred therein and in connection therewith.

(e) That should the City of Grants Pass make any change in any street, sidewalk, grade, curb or gutter, or lay or install any sewer, water main or other like facility, which would require the removal or change of location or depth of any conduits, pipes, mains or other facilities therein owned or operated by the Grantee, such change shall be accomplished at the expense of the Grantee upon demand of the City of Grants Pass.

Section 3. The Grantee shall, in consideration of the privileges hereby granted to it and in consideration of the immunities and exemptions from taxation granted to it in Section 8, hereof, on or before the 15th day of August 1950, and on or before the 15th day of August of each year thereafter, to and including the year 1969, pay to the City of Grants Pass a franchise tax as follows, to-wit: A sum of money equal to the percentage of gross receipts and value received by the Grantee from the sale of gas within the City of Grants

Pass during each of the franchise years beginning on the 1st day of July 1949, during the terms hereof, as follows: One percent (1%) thereof for each of the franchise years ending June 30, 1950, 1951, 1952, 1953 and 1954; one and three-fourths percent (1-3/4%) thereof for each of the franchise years ending June 30, 1955, 1956, 1957, 1958 and 1959; two percent (2%) thereof for each of the franchise years ending June 30, 1960 to 1969, inclusive.

That on or before the 15th day of August of each year, during the term hereof, beginning August 15, 1950 and including the 15th day of August 1969, the Grantee shall deliver to the City of Grants Pass its written statement showing and setting forth the money or value received from the sale of gas for use within the City of Grants Pass during the year ending the 30th day of June as hereinbefore provided.

That the City of Grants Pass shall, with its auditor, at all reasonable times, have access to the books and records of the Grantee to such extent as may be necessary for the purpose of verifying and auditing the receipts for gas sold within the City of Grants Pass at any time during the existence of this franchise.

Section 4. Time is hereby declared to be the essence hereof and on failure of the Grantee to make payment of any monies or installments herein provided to be paid when due, or Grantee's failure to perform, observe or comply with any of the provisions or conditions hereof to be kept, done, observed, performed or complied with by the Grantee, then at the option of the City of Grants Pass, the Grantee shall be deemed to be in default herein and the rights, privileges and franchise hereby granted shall be deemed forfeited and at an end, and the failure of the City of Grants Pass to declare the Grantee to be in default herein for its failure or neglect to make payment of any monies or installment when due or to perform, observe or comply with any of the provisions or conditions hereof, shall not be deemed to be a continuing waiver thereof or a waiver of time of payment of any subsequent payment when due, or of the failure of Grantee to do, keep, perform or comply with, either concurrently or subsequently, with any other term, provision or condition hereof.

Section 5. Upon expiration of the term hereof or any prior termination of the Grantee's rights and privileges hereby granted, the Grantee shall, unless further time shall be granted by the City of Grants Pass, within one (1) year thereafter, take and remove from the streets, avenues, alleys and other public places its property therein and forthwith replace any such streets, alleys, avenues and public places disturbed in their former condition, and if not so done the City of Grants Pass may remove all or any part of the same and replace any street, alley, avenue and public place disturbed thereby or by the Grantee as may be required and the Grantee shall, upon demand, pay to the City of Grants Pass its reasonable costs incurred therein, or if not so removed with such time, the City of Grants Pass may elect to leave all or any part of such mains, pipes or conduits in place, in which event the Grantee shall have no further right to go upon, in or under or excavate in any street, avenue, alley or public place and/or take or remove any such property therefrom, and such property so left in place shall become and be the property of the City of Grants Pass.

Section 6. The City of Grants Pass reserves unto itself the right to exercise the power of reasonable regulation over the Grantee in said City to such extent as such power may now or hereafter be vested in the City of Grants

Pass. The Grantee shall, in connection with the exercise of any of the privileges hereby granted, comply with and be subject to all reasonable ordinances, rules and regulations of the City of Grants Pass, all as may now or hereafter be in force and effect in the City of Grants Pass.

Section 7. This ordinance and the rights and privileges hereby granted shall become and be effective as of the date it is approved by the Mayor upon written acceptance thereof by the Grantee within thirty (30) days from the date of such approval, and such acceptance on the part of the Grantee shall be deemed to create a contract between the City of Grants Pass and the Grantee and binding upon their respective successors and assigns for the life and duration thereof.

Section 8. In consideration of such acceptance by the Grantee and, further, in consideration of its covenants hereinbefore undertaken, the City of Grants Pass agrees that so long as the Grantee fully and faithfully performs each and every covenant by it undertaken herein, including particularly the timely and full payment of the sums of money prescribed in Section 3 hereof, said sums of money shall be accepted by the City in lieu of any and every tax and license which the City now has the power to impose or may hereafter during the life of this franchise become empowered to impose upon the Grantee for sale and distribution of gas and the carrying on of allied enterprises directly related to the sale and distribution of gas; provided, however, that nothing herein contained shall be deemed to deprive the City of Grants Pass of the right, or to impair or limit its right and power, to continue to impose, levy, assess and collect taxes from the Grantee under the terms of any presently existing or future general law of the State of Oregon relating to the imposition, levy, assessment and collection of taxes based upon the value of the company's real and tangible personal property within the limits of said City of Grants Pass. In addition, nothing herein contained shall be deemed to deprive the City of Grants Pass of the right, or to impair or limit its right or power, to continue to impose, levy, assess and collect local improvement assessments for street or other public improvements benefitting property owned by the Grantee.

Section 9. Ordinance No. 462, approved by the Mayor February 8, 1911, is hereby repealed, effective upon the date of the filing by the Grantee of acceptance of the franchise herein granted, as heretofore provided in Section 7 hereof.

PASSED by the Common Council of the City of Grants Pass, Oregon, this 7th day of December 1949.

SUBMITTED to and approved by the Mayor of the City of Grants Pass, Oregon this 7th day of December 1949.

(Sgd.) Morris Milbank
Mayor.

ATTEST:
(Sgd.) Leo A. Flanagan
City Auditor
(SEAL)

SIXTH - SEVENTH STREET COUPLET SECTION
Redwood Highway Josephine County
Job No. 17-1455

MOVE TELEPHONE POLES

Approximately 40 poles to be relocated or set back
approximately $1\frac{1}{2}$ feet. Expense to be born by Telephone
Company. (See attached copy of City Ordinance No. 1471)

ORDINANCE NO. 1471

AN ORDINANCE GRANTING TO THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, HEREINAFTER SOMETIMES REFERRED TO AS "GRANTEE", ITS SUCCESSORS AND ASSIGNS, THE RIGHT AND PRIVILEGE TO DO A GENERAL TELEPHONE AND TELEGRAPH BUSINESS AND TO PLACE, ERECT, LAY, MAINTAIN AND OPERATE IN, UPON OVER AND UNDER THE STREETS, ALLEYS, AVENUES, THOROUGHFARES AND PUBLIC HIGHWAYS, PLACES AND GROUNDS WITHIN THE CITY OF GRANTS PASS, POLES, WIRES AND OTHER APPLIANCES AND CONDUCTORS FOR ALL TELEPHONE, TELEGRAPH AND OTHER COMMUNICATION PURPOSES, AND DECLARING AN EMERGENCY TO EXIST.

THE CITY OF GRANTS PASS ORDAINS AS FOLLOWS:

Section 1: There is hereby granted by the City of Grants Pass to The Pacific Telephone and Telegraph Company, its successors and assigns, the right and privilege to do a general telephone and telegraph business within said City of Grants Pass and to place, erect, lay, maintain and operate in upon, over and under the streets, alleys, avenues, thoroughfares and public highways, places and grounds within the said City, poles, wires and other appliances and conductors for all telephone, telegraph and other communications purposes. Such wires and other appliances and conductors may be strung upon poles or other fixtures above ground, or at the option of the grantee, its successors and assigns, may be laid underground in pipes or conduits or otherwise protected, and such other apparatus may be used as may be necessary or proper to operate and maintain the same.

Section 2. It shall be lawful for said The Pacific Telephone and Telegraph Company, its successors and assigns, to make all needful excavations in any of such streets, alleys, avenues, thoroughfares and public highways, places and grounds in said City for the purpose of placing, erecting, laying and maintaining poles, or other supports or conduits for said wires and appliances and auxiliary apparatus or repairing, renewing or replacing the same. Said work shall be done in compliance with the necessary rules, regulations, ordinances or orders which may during the continuance of this franchise be adopted from time to time by the City

of Grants Pass.

Section 3. Whenever The Pacific Telephone and Telegraph Company, its successors and assigns, shall disturb any of the streets for the purpose aforesaid, it or they shall restore the same to good order and condition as soon as practicable without unnecessary delay, and failing to do so the City of Grants Pass shall have the right to fix a reasonable time within which such repairs and restoration of streets shall be completed, and upon failure of such repairs being made by said Company, its successors and assigns, the said City shall cause such repairs to be made at the expense of said The Pacific Telephone and Telegraph Company, its successors and assigns.

Section 4. Nothing in this ordinance shall be construed in any way to prevent the proper authorities of the City of Grants Pass from sewerage, grading, planking, rocking, paving, repairing, altering or improving any of the streets, alleys, avenues, thoroughfares and public highways, places and grounds within the City of Grants Pass in or upon which the poles, wires or other conductors of said Company shall be placed, but all such work or improvements shall be done if possible so as not to obstruct or prevent the free use of said poles, wires, conductors, conduits, pipes, or other apparatus. In the event the sewerage, grading, planking, rocking, paving, repairing, altering or improving any of the streets, alleys, avenues, thoroughfares and public highways, places and grounds by the City of Grants Pass shall require the moving or changing of location of the poles, wires, conduits, pipes or other conductors of said Company located within the boundaries of the streets, alleys, avenues, thoroughfares and public highways, places and grounds within the City, the cost of such moving or changing location of the conductors of the Company shall be borne

by the Company.

Section 5. Whenever it becomes necessary to temporarily rearrange, remove, lower or raise the aerial cables or wires or other apparatus of the grantee to permit the passage of any building, machinery or other object, the said grantee will perform such rearrangement on seven (7) days' written notice from the person or persons desiring to move said building, machinery or other objects. Said notice shall bear the approval of such official as the Common Council may designate, shall detail the route of movement of the building, machinery or other objects, shall provide that the costs incurred by the grantee in making such rearrangement of its aerial plant will be borne by the person or persons giving said notice and shall further provide that the person or persons giving said notice will indemnify and save said grantee harmless of and from any and all damages or claims of whatsoever kind or nature caused directly or indirectly from such temporary rearrangement of the aerial plant of the grantee and, if required by grantee, shall be accompanied by a cash deposit or a good and sufficient bond to pay any and all such costs as estimated by grantee.

Section 6. In consideration of the rights, privileges and franchise hereby granted, said grantee, The Pacific Telephone and Telegraph Company, its successors and assigns, shall pay to the City of Grants Pass, from and after the date of the acceptance of this franchise, and until its expiration, annually, two per cent (2%) per annum of its gross local service receipts derived from the operation of telephones located within the corporate limits of the City of Grants Pass. Payment of said two per cent (2%) shall be made on or before the fifteenth day of March of each and every year for the calendar year preceding, with the exception that in

the year 1949 payment shall be made only for the period commencing on the date this franchise becomes effective and ending December 31, 1948, and such two per cent (2%) payment made by the grantee will be accepted by the City of Grants Pass from the grantee also in payment of any license, privilege or occupation tax or fee for revenue or regulation, or for any other purpose now or hereafter to be imposed by the City of Grants Pass upon the grantee during the term of this franchise. And provided the grantee accepts this franchise and makes said two per cent (2%) payment, then the City of Grants Pass will not, during the term of this franchise, require the grantee to make any further payment to the City of Grants Pass for any license, privilege or occupation tax or fee.

Section 7. The rights, privileges and franchise herein granted shall continue and be in force for the period of twenty (20) years from and after the date this ordinance becomes effective.

Section 8. The said grantee shall, within thirty (30) days from the passage of this ordinance, file with the City Auditor of the City of Grants Pass its written acceptance of all the terms and conditions of this ordinance.

Section 9. Whereas, it is necessary and desirable that the present uncertainties as to the franchise rights of the grantee be settled and determined and that this franchise should be put into immediate force and effect, an emergency is hereby declared to exist in the interest of public peace, health and safety of the City of Grants Pass and its inhabitants, and this ordinance may be read three times and put upon its final passage at any one meeting of the Common Council and shall be in full force and effect from and after its approval by the Mayor.

SUBMITTED to and approved by the Mayor of the City of Grants Pass,

Ord. #1471 - Page 5.

Oregon, this 5th day of May, 1948.

(Sgd.) MORRIS MILBANK
Mayor

ATTEST:

(Sgd.) Karl Hammerbacher
City Auditor

(SEAL)

SIXTH - SEVENTH STREET COUPLET SECTION
Redwood Highway Josephine County
Job No. 17-1455

MOVE POWER POLES

72 poles to be moved most of them to be set back approximately $1\frac{1}{2}$ feet. All poles are now situated on existing city street.

Estimate of \$7,500 obtained from Mr. Gilbert of the Grants Pass office of California Oregon Power Company. It is Mr. Gilbert's contention that the state should pay for this work because of clause in grant from city of Grants Pass. (see section 5 of Ordinance No. 1354, attached)

ORDINANCE NO. 1354

AN ORDINANCE GRANTING TO THE CALIFORNIA OREGON POWER COMPANY, A CALIFORNIA CORPORATION, ITS SUCCESSORS AND ASSIGNS, THE RIGHT, PRIVILEGE AND FRANCHISE FOR THE PERIOD OF TWENTY YEARS TO SUPPLY FOR HIRE TO CONSUMERS IN AND THROUGHOUT THE CORPORATE LIMITS OF THE CITY OF GRANTS PASS, AS THE SAME NOW EXIST OR MAY HEREAFTER BE ESTABLISHED, ELECTRICITY FOR ANY AND ALL PURPOSES AND TO ESTABLISH, REPAIR AND MAINTAIN POLES, WIRES AND OTHER APPLIANCES, APPURTENANCES AND FACILITIES THEREIN FOR SUCH PURPOSES, AND FOR CONDUCTING ELECTRICAL CURRENT THROUGH AND THROUGHOUT SAID CITY AND OVER ITS STREETS, ALLEYS AND OTHER PUBLIC PLACES, AND TO OPERATE THROUGHOUT SAID CITY AS SUCH PUBLIC UTILITY, AND DECLARING AN EMERGENCY TO EXIST AND PUTTING THIS ORDINANCE INTO IMMEDIATE EFFECT UPON ITS APPROVAL BY THE MAYOR.

THE CITY OF GRANTS PASS ORDAINS AS FOLLOWS:

Section 1. There is hereby granted to The California Oregon Power Company, a California corporation, its successors and assigns, for a period of twenty (20) years from August 1, 1947, the right, privilege, and franchise to, for hire, supply to consumers in and throughout the corporate limits of the City of Grants Pass as the same now exist, or may hereafter be established electricity and electrical current for any and all purposes; to therein establish, rebuild, maintain and operate poles, wires, cables, conduits and other appliances, appurtenances, and facilities useful for such purposes, and for conducting electrical current through said City to consumers elsewhere; to maintain upon such poles and other appliances, wires, cables and conduits for conducting electricity for all purposes. And for such purpose there is granted to the said The California Oregon Power Company the reasonable use of the streets, alleys, or other public grounds, subject to the conditions hereinafter expressed, and the reasonable requirements of the City as to the location of transmission facilities.

The rights herein granted are granted to the said The California Oregon Power Company to enable it to operate as a public utility through the said City in the delivery, sale and distribution for hire of electricity for all purposes.

Section 2. The said poles so authorized to be erected and maintained shall be so placed in and upon the said streets, alleys, and other public places as not unreasonably to interfere with the City's or the public's use thereof; that said facilities shall at all times be maintained in a reasonably safe, substantial, and workman-like manner, and all reasonable precaution shall be taken to prevent wires strung upon said poles or appliances from becoming loose or from unnecessary sagging; that at all places where such wires shall cross over any such ways, the same shall be securely fastened to stationary poles or supports of sufficient height to maintain said wires at an elevation of not less than twenty (20) feet above the ground. All such construction and equipment shall comply with the standards now or hereafter required by the Public Utilities Commissioner of Oregon, or any Public Utility Commission thereof.

Section 3. Nothing herein contained shall be construed to be or be a waiver on the part of the City of Grants Pass of any right or rights it may have under or by virtue of any statute of the State of Oregon now in force

and applicable in the City of Grants Pass governing the establishment and maintenance of electrical appliances, the regulation of public utilities and the rates to be charged consumers by public utilities, and all such statutes of the State of Oregon now in force and applicable to the City of Grants Pass are hereby made parts of this franchise.

The said The California Oregon Power Company, in order to make this franchise effective, shall within ten (10) days from the approval of this ordinance file with the City Auditor of the City of Grants Pass its acceptance of the provisions thereof, no particular form of such acceptance being necessary.

Section 4. During the continuance of this franchise, the utility operating under it shall pay to the City of Grants Pass a sum of money equivalent to two per cent (2%) of its gross annual income derived from the sale of electric energy in said City from and after July 31, 1947. Settlements and payments therefor shall be made on the first of each calendar month during said period, beginning September 1, 1947.

Section 5. Where, by the creation of future local improvement units or districts, a change in the established grades or alignments of streets, alleys, or other public places, shall make necessary any change in the location of present installed or future installed facilities of The California Oregon Power Company (being intended to include hereby poles, wires, conduits and any and all facilities used in connection with the electric service of said company) where such facilities have been or shall be installed in accordance with the established grades and alignments, the cost of such change or changes shall be borne by said improvement unit or district, and that no cost shall be occasioned to The California Oregon Power Company, or its successors in interest, on account of such change.

Section 6. Whereas, it is necessary and desirable that this franchise be put into immediate force and effect, an emergency is hereby declared to exist in the interest of the public health, peace, and safety of the City of Grants Pass and its inhabitants, and this ordinance may be read three times and put upon its final passage at any one meeting of the Common Council, and shall be in full force and effect from and after its approval by the Mayor.

SUBMITTED TO AND APPROVED by the Mayor of the City of Grants Pass, Oregon, this 6th day of August 1947.

(Sgd.) J. A. Wharton
Mayor

Attest:

(Sgd.) Karl Hammerbacher
City Auditor

(SEAL)

SIXTH - SEVENTH STREET COUPLET SECTION
Redwood Highway Josephine County
Job No. 17-1455

Relocate And/Or Adjust Water Mains And Connections

The City of Grants Pass has water mains and connections along and crossing Seventh Street from Stieger Street to "M" Street. (see 1" = 50' detail map) Many of these mains and all the service connections will have to be lowered or re-located. The City Engineer of Grants Pass has furnished us with an estimate of \$5,000.00 for this work.

Mr. McKinley advises us the city plans to replace old mains on 7th Street with new pipe and use new copper pipe for all services and to install three more fire hydrants. Cost of the new pipe and hydrants would be a city expense and is not included in the above estimate.

RECEIVED
JUN 20 1957

FOR FILING

4976

June 19, 1957

M. C. Lininger & son
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your proposal for grading and paving of the North Grants Pass Interchange - Savage Street section of the Pacific Highway in Grants Pass in Josephine County, for the sum of \$141,857 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This letter is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4976.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaseyer, Secretary
OREGON STATE HIGHWAY COMM.

By: Floyd Query, Assistant Secretary

cc - Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

RECEIVED
JUN 19 1957
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

4-178 08-35

June 18, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project U-131 (18), North Grants Pass Interchange-Savage Street Section of the Pacific Highway, we hereby concur as of this date in award of Contract No. 4976 to M. C. Lininger & Sons of Medford, Oregon, low bidder in the amount of \$141,857.00 at the May 16, 1957 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
Division Engineer

RECEIVED
JUN 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Polk

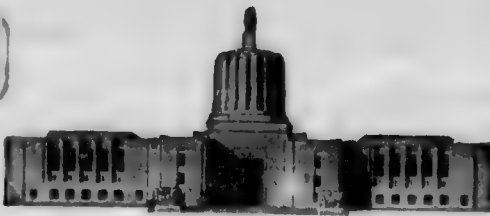
RECEIVED
JUN 12 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

FOR FILING



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 12, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Co.
Telephone Line Adjustment
North Grants Pass Interchange
Savage Street Section
Pacific Highway
Josephine County

Gentlemen:

Bids on the above titled project were received May 16, 1957, and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of three poles along Morgan Lane just outside of the city limits of Grants Pass.

These poles were placed on county road right of way by agreement with Josephine County, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. Glenn Roberts, Box 306, Grants Pass, Oregon.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:EN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Frank Morgan
Mr. Glenn Roberts

RECEIVED
FORREST COOPER

RECEIVED
MAY 1957

FOR FILE

44-1570

4976

Cross Referenced To:

Const

Proj

Draw

Sheet

May 17, 1957

Honorable Robert C. Martin
Mayor, City of Grants Pass
Grants Pass, Oregon

Dear Mr. Martin:

The one-way street project in Grants Pass includes the realignment of Seventh Street between Steiger Street and Savage Street. In this area there are three power poles owned by the California-Oregon Power Company. It will be necessary that these poles be moved to a new location when the work is done.

While under the franchise granted to the power company by the City, which is your Ordinance No. 1354 dated August 6, 1947, the cost of readjustment of facilities occasioned by the "erection of future local improvement units or districts" was made a burden of such district, this project is an extension of a city street and should be a burden of the power company itself.

It is requested that the City serve notice upon the power company to move these three poles which are opposite our stations 1256+00, 1257+43, and 1258+10. They should confer with our Assistant Engineer, Mr. Glen Roberts, for detailed instructions as to the new location of the poles.

Very truly yours,

A. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. Curtis Baker
Mr. C. G. Swanson

GSP:fm

RECEIVED

MAY 1957

FOR FILE

44-13100

4976

Cross Referenced To:

Const

Proj

Grant

Grant Pass

May 17, 1957

Honorable Robert C. Martin
Mayor, City of Grants Pass
Grants Pass, Oregon

Dear Mr. Martin:

The one-way culvert project in Grants Pass includes the realignment of Seventh Street between Steiger Street and Sewage Street. In this area there are three power poles owned by the California-Oregon Power Company. It will be necessary that these poles be moved to a new location when the work is done.

While under the franchise granted to the power company by the City, which is your Ordinance No. 1354 dated August 6, 1947, the cost of readjustment of facilities occasioned by the "erection of future local improvement units or districts" was made a burden of such district, this project is an extension of a city street and should be a burden of the power company itself.

It is requested that the City serve notice upon the power company to move these three poles which are opposite car stations 1296-11, 1297-13, and 1298-10. They should confer with our Resident Engineer, Mr. Glen Roberts, for detailed instruction as to the new location of the poles.

Very truly yours,

G. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. Curtis Baker
Mr. C. G. Swanson

GSP:fn

RECEIVED
MAY 27 1957

FOR FILING

4-131(12)

4776

May 24, 1957

Mr. W. W. Balderree
City Attorney
City of Grants Pass
Post Office Box 578
Grants Pass, Oregon

Dear Mr. Balderree:

Reference is made to your letter of May 10 with which you returned executed copies of the agreement covering the one-way couplet on 6th and 7th Streets in Grants Pass. Our legal staff has re-written paragraph four on page three of the agreement as you have requested, limiting the City's obligation for grade changes to that portion of the project within the city limits.

The resurfacing and widening of 7th Street is a matter which is not a part of the present project. When this street becomes a part of the highway system, any resurfacing necessary will of course be an obligation of the State since its jurisdiction will extend from curb to curb. We are not in a position to make any definite commitment on the widening of 7th Street. If this should become necessary by reason of the volume of traffic to be carried, it can become the subject of another project which can be discussed and agreed upon between the City and State at that time.

Before submitting the agreement to the Highway Commission for completion, I would appreciate advice from you that the above constitutes our mutual understanding with reference to any future work on 7th Street.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Leonard I. Lindsay

GSP:gm fn

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 22, 1957

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

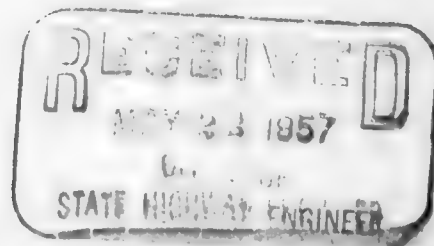
SUBJECT: One-Way Couplet Agreement
North Grants Pass Interchange-
Savage Street Section
Pacific Highway
City of Grants Pass

Attached are seven copies of an agreement relative to the above-referenced project, two of which have been signed by the City's officers. The resolutions authorizing its execution are in the hands of the County and City Relations Division. Also enclosed is copy of the letter bearing date of May 10, 1957 whereby Mr. W. W. Balderree, City Attorney for the City of Grants Pass, has conditionally delivered these instruments to the highway commission. You will note he has made as one condition of acceptance of the executed agreement the revision of Paragraph 4 under THINGS TO BE DONE BY CITY to limit the City's liability growing out of the project to changes of grade only within the city limits. Pursuant to your approval, we have revised that paragraph to read as suggested by the City.

As a further condition to the acceptance of the signed agreement, Mr. Balderree states that the City expects that state will widen and resurface the remainder of 7th Street at its sole cost although nothing is said in the agreement itself to that effect. Since we are not advised on the matter of whether the state proposes to undertake the above-mentioned condition, it is requested that you reply to Mr. Balderree or that we be given the information upon which to base an answer to his letter.

G. E. Rohde
G. E. ROHDE, Chief
Office Section

GER:bk
Attach.
cc - L. I. Lindas



W. W. BALDERSEE
CITY ATTORNEY
P. O. BOX 600
GRANTS PASS, OREGON

RECEIVED
Robt. J. Chapin
SONA

May 10, 1957

Mr. Leonard Lindas, Chief Counsel
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Lindas:

I am enclosing herewith two copies of the State Highway agreement submitted in connection with work on 6th and 7th Streets in the City of Grants Pass. I have affixed to Page 3 a new Paragraph 4 which contains my suggested wording as you requested in our telephone conversation of May 9th last. I am also enclosing herewith several certified copies of the resolution authorizing execution of the agreement and also of the resolution with regard to the Pacific Highway, as requested by the Highway Commission.

There is one matter that I do wish to cover. In all of the discussions between the City and the representatives of the Highway Commission there has been the agreement and understanding that 7th Street would be widened by moving the existing curbs against the sidewalk and that this widening would be done at the expense of the State of Oregon.

I agree that since such widening is not a part of the project covered by this agreement, it is not properly a part of the present agreement, anymore than the understanding and agreement that the State was to resurface 7th Street is a part of the present agreement. I do wish a record made of the fact, however, that it is the City's understanding, both that the State of Oregon through the Highway Commission is going to widen 7th Street, as outlined, and that it will resurface 7th Street. I think the latter fairly appears from the maintenance and reconstruction provisions of the agreement, but I did not wish any question on these points.

I wish to add that if you desire to retype Paragraph 4 on Page 3 with the new language and substitute the re-typed page in the agreement that this will be entirely satisfactory to the City.

Very truly yours,

W.W. Baldersee

See Enc.

WWB:ml/encs.
cc: Hugh McKinley

4. City, by executing this agreement, consents to any and all changes of grade within the city limits, if any there be, in connection with or arising out of the project covered by this agreement, and shall save and hold harmless State, the State Highway Commission, the members thereof, its officers, employees, agents and contractors, from any and all claims, causes of action, damages and costs which may be occasioned by a grade change within the city under this agreement. All of the obligations of the City under this agreement are limited to territory within the city limits.

RECEIVED
JUN 7 1957

MISC. CONTRACTS and
AGREEMENTS No. 155

FOR FILING

Salem, Oregon
May 23, 1957

11-131 (18)

4976

State-County Agreement
N. Grants Pass Interchange-Savage St. Sec.
Pacific Highway
Josephine County

207
Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of an agreement with
Josephine County covering the N. Grants Pass Interchange-Savage St.
Section of the Pacific Highway in Josephine County.

A fully executed copy of the above agreement has been
retained in this office for the Commission's files and one fully
executed copy has been sent to the County Court of Josephine County.

Secretary

FM
Attach:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 13, 1957

Assignment #207

SUBJECT:

State-County Agreement

N. Grants Pass Interchange-Savage St. Sec.

Pacific Highway

Josephine County

To:

Mr. G. S. Paxson

OFFICE

Attached are three copies of an agreement covering the subject named project.

Two copies of the agreement have been executed by the County Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This completes Assignment #207.

John D. Graham

Office Engr., County and City Relations

JDG:mm

Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date May 14, 1957

RECEIVED
MAY 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION

DATE Bid taken received May 16, 1957

Secretary

RECEIVED
MAY 15 1957

FOR FILING

44-131 (18)
4476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 8, 1957

Cross Referenced To:
<i>Const.</i>
<i>Proj.</i>
<i>Brig.</i>
<i>P. Charles P. H.</i>

SUBJECT: Roseburg and Grants Pass
One-Way Couplet Jobs

To:

Tom Edwards
Construction Engineer
Office

It has been indicated with respect to the above jobs, for which plans are being developed that jiggle-bars are being specified for the islands at the southerly terminal points of these two couplets -- in the instance of Roseburg at Mosier Street and Grants Pass at the new crossover connection between 6th and 7th, immediately north of Caveman Bridge.

I believe that considering the fact that we will have a degree of pedestrian movement at these locations, plus sign installations within the island areas, that the islands should be raised-curb with a short section of jiggle-bar on the leading points of the raised concrete island. Where we have any degree of pedestrian volume, the island must serve as an intermediate pedestrian refuge, and certainly I do not think that jiggle-bars are good under such circumstances.

I realize that curb islands are taboo on our high-speed freeway layouts, however, I think low speed city street traffic is a completely different proposition, and I might mention that where we have the pedestrian movement such taboo should not apply.

original signed by F.B.Crandall

F. B. Crandall
Traffic Engineer

FBC:njs

cc: G. S. Paxson

RECEIVED
MAY 6 - 1957

FOR FILING

U-131 (18)
4/17/57

Salem, Oregon
May 3, 1957

IPR approval of right of way
purchase.

R. L. Porter
Right of Way Engineer
Office

Purchase of rights of way for the North Grants Pass
Interchange-Savage St. Section (sometimes called the 6th St. and
7th Couplet in Grants Pass) was approved by the Bureau of Public
Roads on May 1, 1957.

The right of way prefix for this section is 17-2502.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
MAY 6 - 1957

FOR FILING

11-131 (11)

4176

Salem, Oregon
May 3, 1957

One-way Culvert Agreement

N. Grants Pass Interchange-Savage St. Sec.
Pacific Highway
City of Grants Pass

Legal Division

The State Highway Commission plans to call for bids on the subject named project at its May 16-17 meeting. The project begins at Highway Engineer's Survey Station 1218+98 and extends in a southerly direction along North 7th Street to a terminus at Station 1335+35. The work to be done is new construction on the extension of N. 7th Street. It is requested that an agreement be prepared covering the following points:

RECITALS: Standard paragraphs.

THINGS TO BE DONE BY STATE

1. State shall prepare all plans, let and award all contracts, and supervise the construction of said project.

2. State shall, without cost to City, relocate or reconstruct, or cause to be relocated or reconstructed, those utility conduits, lines, poles, mains, pipes, and other facilities required to be relocated or reconstructed to conform to the proposed plans for the project which are not covered by the provisions of paragraphs 2 and/or 3 under **THINGS TO BE DONE BY CITY**.

3. On receiving from City an itemized statement in triplicate showing the costs incurred by City in moving, or causing to be moved, the water and sewer lines, pipes, mains, conduits, or doing or causing to be done other work required by paragraph 3 under **THINGS TO BE DONE BY CITY**, State shall reimburse City for such costs, except that State shall not be required to pay for any water or sewer lines, service connections, meters, hydrants, valves, pipes, mains, conduits, or other facilities; and State shall not be required to pay for any facilities affected by this project which are not located on the route of the state highway.

4. State shall pay the total of actual costs and disbursements incurred in the completion of the project.

5. The State, by execution of this agreement, hereby consents to the City designating as one-way streets those streets described in paragraph 7 under **THINGS TO BE DONE BY CITY**.

6. State shall mark and sign the route of the Pacific Highway within the city of Grants Pass.

May 3, 1957

7. State shall not route traffic over the northbound branch of the one-way couplet until the proposed project has been completed.

8. State shall, as long as any or all portions remain the route of a state highway, maintain that part between curb lines over which state highway traffic is routed.

THINGS TO BE DONE BY CITY

1. City by execution of this agreement, approves the plans attached hereto and marked Exhibit "A."

2. City shall, without cost to State, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, telegraph, or other utility conduits, lines, poles, mains, pipes, and facilities of every kind and nature which are covered by permit or franchise from City, authorizing their relocation or reconstruction by City without cost to City, or which for any other reason may be relocated or reconstructed by City without cost to City and which are required to be relocated or reconstructed to conform to the proposed plans and ultimate requirements of the project.

3. City shall relocate or reconstruct, or cause to be relocated or reconstructed, all City-owned water, sewer, gas, electric, telephone, telegraph, and other utility conduits, lines, poles, mains, pipes, and facilities of every kind and nature required to be relocated or reconstructed to conform to the proposed plans and ultimate requirements of the project. So that it may be reimbursed for such costs, City shall submit to State three (3) copies of an itemized statement showing the costs and disbursements made, but City shall not charge the State for the costs of any water or sewer lines, meters, hydrants, valves, pipes, mains, conduits, or other facilities, except for the adjustment of manholes.

Delete 4. City shall purchase and install such pipe, manholes, storm inlets, and other items appurtenant to the 12-inch storm water drainage system within the limits of the project. Said work to be done by City shall be performed in a manner so as to conform with the plans for the project and prior to the time the contractor is ready to start work on the project.

5. City shall enact and enforce and keep in effect the necessary ordinances or resolutions prohibiting parking at all times on the following streets:

- a. On the west side of 7th Avenue from the south property line of Evelyn Avenue (westerly projection) south for 300 feet.
- b. On the east side of 7th Avenue from the south property line of East Evelyn Avenue (easterly projection) south for 200 feet.
- c. On the east side of 7th Avenue from the south property line of East A Street south to the south property line of the new

May 3, 1957

connection between 7th Avenue and 6th Avenue north of Cave Man Bridge.

d. On the west side of 7th Avenue from the south property line of East F Street south to the north property line of East G Street.

e. On the north and south sides of the new connection between 7th Avenue and 6th Avenue north of Cave Man Bridge from the west property line of 7th Avenue to the east property line of 6th Avenue.

f. On the east side of 6th Avenue from the south property line of the new connection south for 150 feet.

6. The City shall enact, enforce, and keep in effect existing parking regulations regulating parking on 6th and 7th Avenues not covered in paragraph 5 above.

7. City shall enact, enforce, and keep in effect the necessary ordinances or resolutions designating the following described streets as one-way streets:

a. 6th Avenue as a one-way southbound street from the north city limits to the new connection between 6th and 7th Avenues.

b. 7th Avenue as a one-way northbound street from the new connection to the north city limits.

c. The new connection between 6th and 7th Avenues as one-way eastbound.

8. City shall enact, enforce, and keep in effect necessary ordinances or resolutions establishing as through stop streets all portions of existing or future streets that are to become a part of the Pacific Highway.

9. City, by executing this agreement, consents to any and all changes of grade, if any there be, in connection with or arising out of the project covered by this agreement, and shall save and hold harmless the State, State Highway Commission, the members thereof, its officers, employees, agents, and contractors, from any and all claims, causes of action, damages, and costs which may be occasioned by the carrying out of any terms of this agreement.

10. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement and the same shall be made a part hereof and attached hereto.

11. If and when the construction of additional sidewalks or reconstruction of existing sidewalks becomes necessary along said street, as described in paragraph 8 above, the construction of said sidewalks shall be the obligation of the City.

Legal Division

-4-

May 3, 1957

SPECIAL PROVISIONS

It is expressly provided that City retains jurisdiction and control over those portions of the right-of-way, including sidewalks, outside of the curb lines of the streets affected by this agreement and that those portions of said streets outside the curb lines shall be maintained by City.

Please prepare seven copies of the agreement in addition to any required by the Legal Division. Eight copies of Exhibit "A" are included for attachment to the agreement.

C. B. Paxson
Assistant State Highway Engineer

JDG:mm

Att.

cc: Tom Edwards
C. G. Swenson

RECEIVED
MAY 2 - 1957

FOR FILING

OREGON DISTRICT

4411-08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 1, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

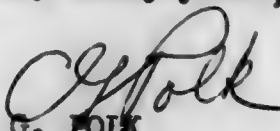
Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project U-131(18), North Grants Pass Interchange-Savage Street Section of the Pacific Highway. This is to authorize your advertising for bids.

Award of contract will be withheld pending notification that all rights-of-entry have been acquired.

Please forward the usual copies of an encroachment resolution from the City of Grants Pass covering the proposed construction.

Very truly yours,


C. G. FOLK
District Engineer

Handwritten initials

RECEIVED

APR 30 1957

FOR FILING

11-131-12
4776

April 29, 1957

Mr. Hugh McKinley
City Manager
City of Grants Pass
City Hall
Grants Pass, Oregon

Dear Mr. McKinley:

This will acknowledge receipt of your letter of April 9 in regard to installation of railroad crossing signals on 7th Street and revision of the existing railroad crossing signals on 6th Street as a part of the one-way couplet project in the city of Grants Pass.

As indicated in our telephone conversation, it is the intention of the State Highway Department to petition the Public Utility Commissioner requesting a 50 per cent allocation of the cost of the signals to the railroad and a 50 per cent allocation to be shared equally by city and state.

The cost of the installation, which is estimated to be \$27,000, does appear at first glance to be extremely high. This high cost is caused by two factors. In the first instance, there are a large number of tracks crossing the two streets at this point, which results in a large number of bonded rails for detecting trains. Secondly, because of the switch movement which takes place in the area, and the possibility of trains standing adjacent to the crossing without moving across the street, it is necessary that time delay relays be installed so that operations of the signals may be kept to a minimum. If this is not done, there will be excessive operation of signals and within a short period of time, local motorists will pay no attention to the signals. The complexity of the track system at this point is the cause of this high cost.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Grandall
Mr. J. W. DeSousa
Mr. Frank D. Morgan

RECEIVED
APR 11 1957

FOR FILING

City of Grants Pass

ADMINISTRATIVE OFFICES

CITY HALL • FOURTH AND H STREETS

Grants Pass
Oregon

April 9, 1957

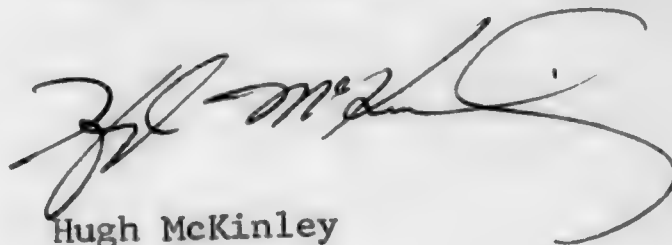
Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Thank you for your letter of April 4th. The information contained will be very helpful.

With regard to the railroad crossing signal installation and adjustment costs, we would appreciate knowing the manner in which these costs will be allocated to the various parties concerned in order that we may provide for the city's share in our 1957-58 budget. We understand that this allocation is set by the P.U.C. however, an indication of past experience in this sort of situation should provide the necessary guide for budgeting purposes. The total cost of \$27,000.00 looks extremely high at first glance from the laymans' point of view. It will be appreciated if you could furnish us with a brief description of what is involved in adjusting the 6th Street railroad crossing signal and installing the 7th Street signal in order that the information will be available for explanatory purposes to the Council and the Budget Committee.

Very truly yours,



Hugh McKinley
City Manager

McK:bjb

Assignment 170 C&P

RECEIVED
APR 10 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. J. JENSEN

RECEIVED
APR 8 - 1957

FOR FILING

11-15111

447

April 4, 1957

Mr. Hugh McKinley
City Manager
City Hall
Grants Pass, Oregon

Dear Mr. McKinley:

This will acknowledge your letter of March 26 to Mr. J. Al Head, Assistant Traffic Engineer.

The north-south one-way couplet will continue as Route US99 until the interstate freeway location is built, which will be several years in the future. We do not feel it advisable to undertake a detailed study of what ultimate routes would be assigned to the 6th-7th one-way couplet at that time as conditions may possibly change by the time the freeway routing is constructed. Further, any adjustment in routing involving U. S. Routes must be cleared through and approved by the American Association of State Highway Officials. As the time approaches when the freeway location will be opened to traffic, route numbers will be discussed with you.

Regarding the suggestion that some route other than "D" Street be used as a connection to the Jones Street interchange on the proposed bypass, we can only state that if the City wishes to improve an extension of "F" Street, it would appear perfectly feasible to do so. You will note that in the arterial plan as developed in the Grants Pass Traffic Study, east-west arterials were spaced on an approximate four-block interval, and it is questionable, if "F" Street were developed as an arterial, whether it would be feasible from a traffic-movement standpoint also to retain "D" Street as an arterial, and, further, it might possibly leave too many blocks between "A" and "F" without an intervening arterial street. This, however, is a problem for you and the City Council to consider in light of local conditions and whatever decision you make would in no way affect the operation of our state highways.

As to your 1957-58 budget for the traffic signal system for the one-way-street couplet, we feel that not all of the traffic signals mentioned in your letter are necessary at this time. From our most recent studies, made during the past week, it would appear that additional traffic signals are justified on 6th Street, the proposed one-way southbound routing of US99, at Savage and Evelyn Streets, and that it would be necessary to revise the signals now in place on 6th Street at "A", "D", "F",

April 4, 1957

G, H, J, L and N Streets. We do not feel that it is necessary to install traffic signals on 7th Street at L, H or F Streets. These streets are not east-west arterials, they do not have heavy pedestrian movements, and there should be little reason why vehicles should experience difficulty in crossing 7th Street at these three intersections. Thus, it is our thought that they could be left out of the over-all installation at this time.

This traffic signal installation is estimated to cost \$60,000. This \$60,000 is inclusive of the \$3,500 which we already have covered by agreement to replace controllers on 6th Street. Thus, the project would now come to \$56,500, which would be borne equally by the City and State with the City assuming the responsibility for maintenance and operation and for consumption of electrical energy once the over-all installation is completed.

We plan to let to contract the northerly extensions of the one-way couplet between Beacon Drive and Savage and the crossover between 6th and 7th Avenues north of the Rogue River at the June Commission meeting. This would mean that we should let to contract the traffic signal installation at the July meeting of the State Highway Commission so that we will have the traffic signals completed at approximately the same time as the construction is completed in September or October.

I trust that the foregoing is sufficient information for you to present this matter to your Council and budget your participation with us in this undertaking. After hearing from you, we will present the matter to the State Highway Commission for its consideration and, presuming the matter is approved, we will then proceed with the preparation of an agreement, the drawing of plans and letting this to contract.

I am attaching a copy of a letter from the Southern Pacific Company giving an estimate of cost of installing a RUC Standard No. 2 flashing light signal at the 7th Street railroad crossing and of adjusting the present signal on 6th Street for one-way traffic. The total cost is \$27,000, \$19,000 to make a new installation at 7th Street and \$8,000 to relocate the flashing light signals at 6th Street. The cost will have to be prorated between the City, the Railroad Company and the State after a hearing is held before the Public Utilities Commissioner.

I am also attaching a map of the City on which we have shown various traffic-volume-count data. If after you have had an opportunity to review this data you find any discrepancy, we would appreciate hearing from you.

It is gratifying to know that the "No Left Turn" prohibition on 6th Street is improving traffic movement in your city.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxon
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. Tom Edwards
Mr. Frank Morgan

Attachments

CITY OF GRANTS PASS
Grants Pass,
Oregon

March 26, 1957

Mr. Al Head
Traffic Department
State Highway Department
Salem, Oregon

Dear Al

One of the councilmen has asked for information concerning the numbering of the north and south one-way couplet and the 99 by-pass when they are completed and put into use. If this information is available I would appreciate receiving a letter from you so that I can answer the councilman's question.

At the last Council meeting the Council received a petition requesting consideration of some other route than "D" Street for the connection to the Jones Creek interchange at the proposed by-pass. The petition further suggests that consideration be given to the eastward extension of "F" Street as an alternative route. Such a proposal would of course raise the question as to what would take place from the city limits to Foothill Boulevard. The prime reason for the objection to the use of "D" Street is the considerable amount of residential improvement which has taken place there in the last few years. The petition was referred to the Planning Commission for study and report back to the Council. The Planning Commission will undoubtedly wish to have the help of your department in considering this request.

In preparing the 1957-58 budget we are assuming that the one-way system north and south through Grants Pass will be put into effect during the coming fiscal year. This requires providing the city's share for traffic control signals on 7th Street, according to my understanding there will be signals on the intersections at "M", "L", "J", "H", "G", "F", "D", "A", Evelyn and Savage Streets with additional signals on Evelyn and Savage at 6th and railroad crossing signals at 7th. This totals 12 intersection signals and 1 railroad crossing signal. We would appreciate having the benefit of the latest cost estimate

F - H not needed

W. J. Panson

read/2

to the City of Grants Pass for this purpose in order to include it in our budget planning.

We have had very little objection to the newly installed "No Left Turn" signs on 6th Street, although there are of course a few disgruntled citizens. We feel that the traffic situation on 6th Street has been considerably improved as the result of the installation of these signs.

Hope to see you down this way before too long.

Very truly yours,

McK:bjb

Hugh McKinley
City Manager

P.S. If the information concerning traffic counts in Grants Pass which was collected last winter, is now available we would appreciate a copy of the report.

HIM

RECEIVED
MAR 27 1955

TRAFFIC ENGINEER

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. R. SMITH
SUPERINTENDENT

July 27, 1957

Mr. J. H. Haidach
State Highway Engineer
State of Oregon
Salem, Oregon

*Grant's Pass
Traffic Study*

Attention - Mr. J. Al Head

Dear Sir:

Please refer to yours of April 4th in which you requested estimated cost of flashers and trap gates on various crossings at Grant's Pass, these figures to be incorporated in your traffic study for this location.

Estimated cost to install flashing light signals as follows:

Mill Street	\$18,000
North 4th Street	15,000
North 7th Street	19,000
Booth Street	13,000

Relocate flashing light signals and improve crossing protection at 6th Street 3,000

Install automatic crossing gates at --

Mill Street	25,000
4th Street	22,000
North 7th Street	28,000
Booth Street	22,000

It should be emphasized that it has not been our policy to install automatic crossing gates at other than multiple main line track crossings unless the extenuating circumstances with regard to a particular crossing precludes consideration on any other basis. We suggest that you give this some study where yard tracks are involved.

Yours truly,

RECEIVED
APR 17 1957

FOR FILING

Salem, Oregon
April 18, 1957

Railroad signals in Grants Pass

Mr. F. B. Crandall
Traffic Engineer

Mr. McKinley, City Manager of Grants Pass, called me with reference to the allocation of costs for the installation of railroad signals on the one-way couplet in Grants Pass. I told him that it was our intention to petition the Public Utility Commissioner, requesting a 50 per cent allocation to the railroad and a 50 per cent allocation to the State and City representing highway users.

I also called his attention to the precedent set by the Medford case in 1949, in which the costs for the signal on Main Street was allocated one-third to the railroad, one-third to the City, and one-third to the State.

I made it plain that we could not give any assurance what the allocation by the Public Utility Commissioner might be.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

RECEIVED
MAR 13 1957

FOR FILING

4776

March 12, 1957

Oregon State Highway Commission

Gentlemen:

Under date of February 26, the Secretary furnished to you a copy of a resolution adopted by the Josephine County Court directed to the Highway Commission asking for highway improvements as follows:

"1. The one way couplet extending from the North Pacific Highway through a county area and through Grants Pass by 6th and 7th Streets and across the Rogue River by a new bridge at the south end of 7th Street should be completed.

"2. Elimination of narrow bridges should be progressed on Highway 199 (Redwood Highway) to make it more safe.

"3. A restudy of proposal No. 7 of the Traffic Survey should be made. Proposal No. 7 is to make a continuation of Highway 199 (Redwood Highway) via the old railroad right of way from its present junction with U. S. 99 to a point on the relocated U. S. Highway 99 (Pacific Highway) south and east of Grants Pass."

Referring to request No. 1, I wish to advise that the construction of the 6th Street-7th Street couplet northerly from the Rogue River is in our present two-year construction program and will be started during the 1957 season. It is also our intention to construct a new bridge across the Rogue River, probably in the year 1958. Final surveys and plans for the bridge and interchange between the present route of US99 and the Redwood Highway have been delayed due to a controversy over the possible re-establishment of the California and Oregon Coast Railroad in that vicinity. Controversy has now been resolved by an order from the Interstate Commerce Commission for abandonment of service, and we are at the present time proceeding with the acquisition of the abandoned railroad right of way, which is owned by the City of Grants Pass.

March 12, 1957

Referring to item No. 2, elimination of narrow bridges on the Redwood Highway, I wish to advise that we have completed reconstruction of the Applegate River Bridge and are at the moment constructing bridges over the East and West Forks of the Illinois River, which eliminates the worst bottlenecks. There are, however, four small bridges on the Redwood Highway in the vicinity of Cave Junction that should be widened. The estimate of cost of this work is \$112,000, and they are included in the tentative 1960-62 program. It is my opinion that they should be included in the program adopted for the next three-year period. It is my recommendation that the County Court be told that they will be considered when funds are available.

Referring to proposal No. 3, we also included a sum of \$150,000 for right of way and \$600,000 for construction in the tentative three-year program for the Applegate River-Crater Pass Section. It would be my recommendation that when the final program is adopted we give first consideration to constructing a section slightly over a mile in length on the Crater Pass end, which is the unit referred to in the County's resolution. I would suggest that the County be told that this section will be considered when a new program is formulated.

Very truly yours,

H. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Nelson

FC:me fn

IN THE COUNTY COURT OF THE STATE OF OREGON FOR THE COUNTY OF JOSEPHINE

IN THE MATTER OF JOSEPHINE COUNTY'S
RECOMMENDATION FOR INCLUSION IN THE
REDWOOD EMPIRE ASSOCIATION'S MASTER
SCHEDULE OF OFFICIAL HIGHWAY RECOMMENDATIONS
FOR 1957

RESOLUTION

WHEREAS, the importance of Highway 199 to the people of
Josephine County continues to be of vital importance, and,

WHEREAS, plans have been made for a one way couplet through
Grants Pass connecting Highways 199 and 99 outlined in Oregon Technical
Report No. 55-6-Traffic Survey-Grants Pass and Vicinity.

NOW, THEREFORE, be it resolved by the Josephine County
Court, that the official priority list for 1957, be as follows:

1. The one way couplet extending from the North Pacific
Highway through a county area and through Grants Pass by 6th and 7th
Streets and across the Rogue River by a new bridge at the south end
of 7th Street should be completed.

2. Elimination of narrow bridges should be programmed on
Highway 199 (Redwood Highway) to make it more safe.

3. A restudy of proposal No. 7 of the Traffic Survey should
be made. Proposal No. 7 is to make a continuation of Highway 199
(Redwood Highway) via the old railroad right of way from its present
junction with U. S. 99 to a point on the relocated U.S. Highway 99
(Pacific Highway) south and east of Grants Pass.

DONE AND DATED this 25th day of February, 1957.

JOSEPHINE COUNTY COURT

by Raymond A. Lathrop
County Judge

by Ered Richards
County Commissioner

by B. E. Davidson
County Commissioner

STATE OF OREGON,)
County of Josephine.) SS

I, Ben W. Coutant County Clerk and ex-officio Clerk of
the County of Josephine and State, do hereby certify that I have
carefully compared the foregoing copy of Resolution
with the original, and that it is a true and correct copy thereof and of the who
the same appears on file and of record and in my custody.

Witness my hand and the seal of said Court affixed February 25, 1957

Ben W. Coutant
Clerk
By Elizabeth Loeckert
Deputy

ACKNOWLEDGED

RECEIVED
FEB 25 1957

FOR FILING

U-131611
4776

February 21, 1957

Oregon State Highway Commission

Gentlemen:

I am attaching a copy of a map of the proposed North 7th Street route in Grants Pass from the north interchange to the Rogue River.

As we have projects scheduled for construction on this line in the near future, approval of the survey and authority to purchase right of way are requested.

This matter will be on the agenda for the Highway Commission meeting February 26 and March 1.

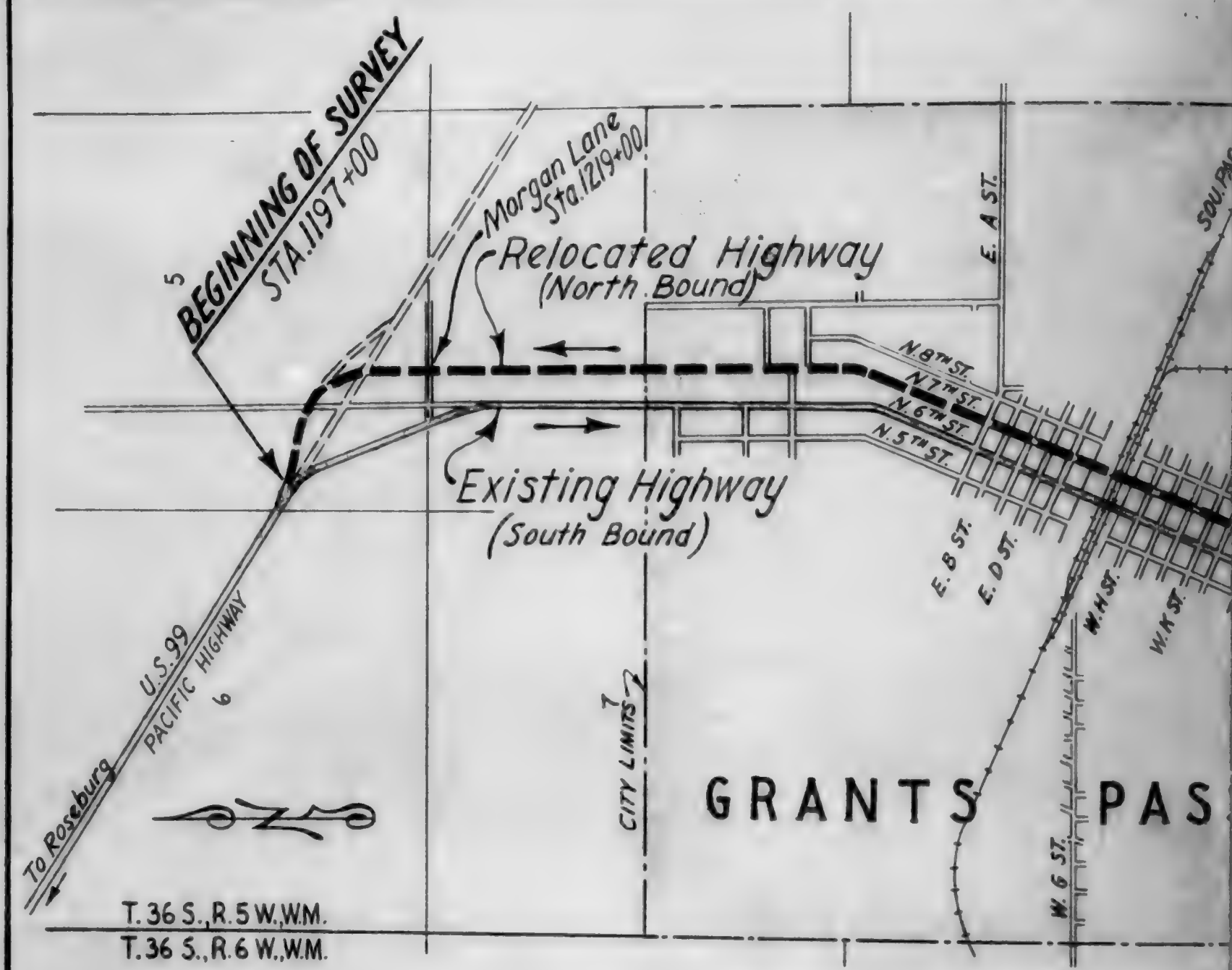
Very truly yours,

U. C. Williams
State Highway Engineer

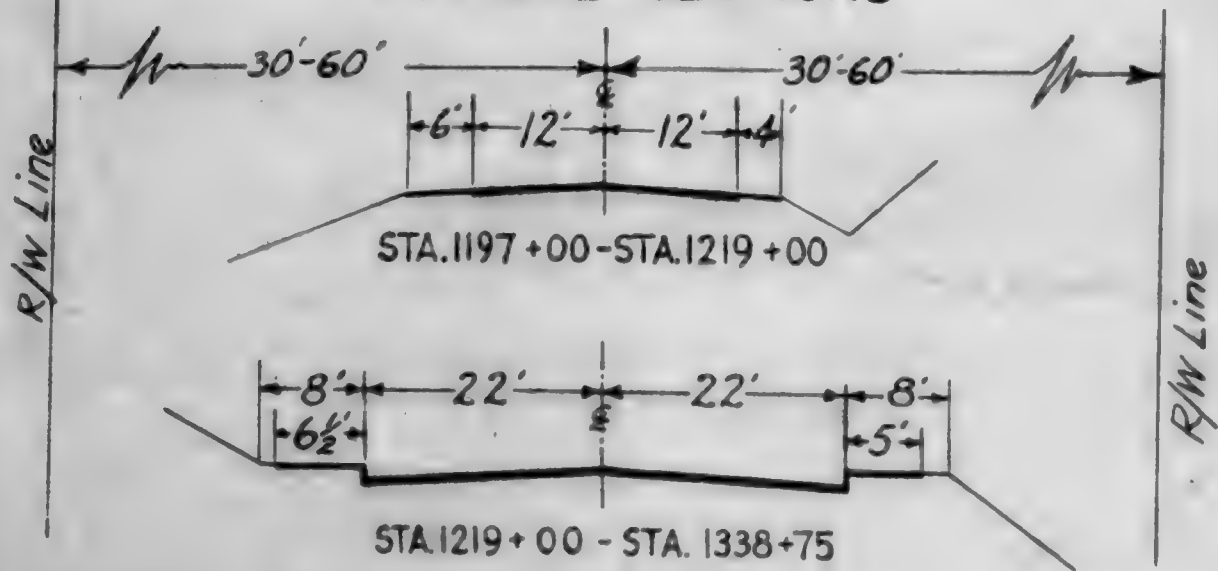
Encl.

cc Mr. Tom Edwards
Mr. Robert L. May, Jr.

FC:me fn

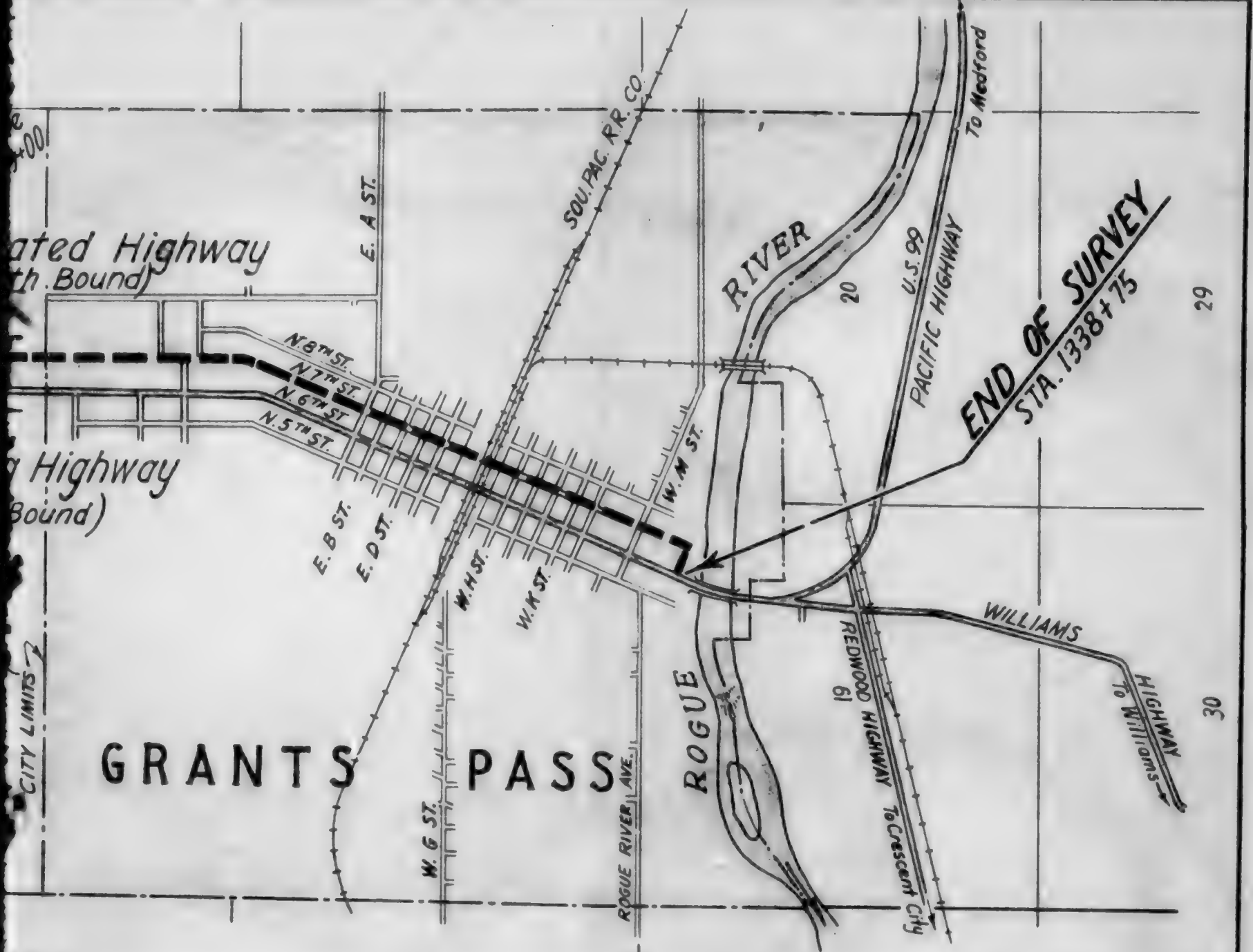


TYPICAL SECTIONS



G
APPROVED
[Signature]
 DEPUTY STATE HIGHWAY ENGINEER
 Date: February 21, 1954
 Sco
 For

IR-5-973



OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

GRANTS PASS (6TH & 7TH STS) SECTION

PACIFIC HIGHWAY

JOSEPHINE COUNTY

APPROVED
[Signature]
DEPUTY STATE HIGHWAY ENGINEER
Date February 21, 1957

Scale 1" = 2000'

Feb., 1957

DRG. NO. IR-5-973

For details see Drg. No. 8B-4-13 Feb. 1957

RECEIVED
OCT 12 1956

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 8, 1956

SUBJECT: THE BULLETIN, Grants Pass
Article Entitled "6th-7th Street
Couplet Poor Solution to our
Traffic Problem"
Assignment No. FC 77

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Your assignment on the above subject stated "What are they talking about?" My answer to this could be "Nothing of any import" and it probably would not be too far wrong. The gentleman who is editor of this weekly newspaper has, for many months, been on the opposite side from THE GRANTS PASS NEWS COURIER which, in this instance, favors the 6th-7th couplet and is somewhat friendly to the Highway Department.

Briefly reviewing, at the time Tom Edwards and I presented the Grants Pass Report in a public meeting about a year ago, this gentleman at that time took exception to the report due to the fact that it would destroy the park. I might state for the record that the location shown on the photograph referred to in the article as being on Page 79 has subsequently been adjusted westward. Such adjustment was made prior to presentation of the report but not in time to change the photograph. My reaction to this whole article is that it might well be ignored but to set down certain thoughts with respect to the article I have had it reviewed and we feel that the following comments might be of interest to you.

The second paragraph of the article states "one-third of our present city park area. . .will be made unfit for recreational purposes by the location of the proposed Seventh Street Bridge". There is no question but what a certain portion of the park area will be lost because of the bridge construction. However, the plans for the bridge were developed to minimize the damage which would occur to the park. The development of this one-way couplet considered the use of 5th and 6th Streets for the couplet, however, this alternate was not selected because of the necessity for opening 5th Street from "G" to "F" Streets and thereby creating an additional railroad grade crossing within the city. Also, utilization of 6th and 7th Streets would allow a better design of the interchange with the Redwood Highway. It is my understanding that State Highway and City officials took Mr. Ellsworth K. Anderson to the park and showed him how the new structure would fit into the development and would in no wise cause any particular damage. As a matter of fact, it would probably enhance the attractiveness of the park area by making access to it more fluid and our design would be such that it would not detract from the aesthetic.

The statement "It is also contended that making Sixth and Seventh Streets a one-way couplet for Redwood and Pacific Highway traffic will

NOTED
FORREST COOPER

October 8, 1956

prevent the growth of the present Grants Pass business district and force future growth to go outside of the present city limits" does not have any factual basis. To the contrary, the development of a one-way couplet through the central business district should relieve to a considerable extent the congestion which exists. In addition, the construction of a freeway will remove the through traffic from the routing through the central business district. This reduction in congestion should make shopping in the central business district more desirable, and thereby actually tend to keep the business in the central district rather than force them to disperse to outlying areas.

The development along 7th Street limits the practical widening of 7th Street to a 44 foot section. In the development of cost estimates, cost estimates were prepared for a 44 foot section and a 52 foot section. The cost for the 52 foot section was \$283,000 more than the 44 foot section. Of this additional cost \$200,000 would be required for the purchase of additional right of way. The estimates of future traffic volumes indicate that sometime in the future it will be necessary to prohibit parking on 7th Street with the 44 foot section so that three lanes can be provided for moving traffic to obtain the capacity required by the traffic volumes. Parking could be permitted for a longer period of time with the 52 foot section. However, the additional cost for the 52 foot section could probably be better utilized for providing off-street parking facilities, such cost to be borne by others. For this reason the 44 foot section was selected for the recommended improvement. It is questionable that the reduction of parking spaces available in the central business district would have any more adverse effect upon business activity than the existing congestion now experienced. The article inferred that parking would also be prohibited from 6th Street. This was in no wise intended and I think the man is merely using words to misconstrue the fact.

The article also states unless remedial measures are effected, business will be forced to disperse to areas outside the central business district. At this time it appears that the elimination of the congestion can be accomplished only through the establishment of a one-way couplet. A one-way couplet will route traffic on two streets and should therefore tend to facilitate the commercial development along 7th Street adjacent to the existing business district on 6th Street. This would have the tendency of maintaining a high level of business activity in the central business district and retard the necessity for business to find locations elsewhere. The prohibition of parking on 7th Street will probably have no more of an effect upon business activity than would the congestion if no improvements were provided.

The suggestion to use Beacon Drive, McLearn Road, and Portola Drive with a bridge over the Rogue River at Rogue Drive for one part of the one-way couplet would not accomplish the objective of reducing congestion in the central business district. I think the man mixed his statements where he infers that this improvement should be coupled with 6th Street to develop a one-way couplet. This in itself is absurd, but presuming he didn't mean this but meant that 6th Street would remain as is then the following comments are appropriate. This proposed improvement would divert only that traffic which is moving in a north-south direction east of the central business district. It therefore follows that the same

October 8, 1956

traffic volumes would be found in the central business district as can be expected with the 6th and 7th Street couplet.

The most serious traffic problem in the Grants Pass vicinity at the present time is the congestion within the central business district and the "bottleneck" experienced at Caveman Bridge. The construction of the freeway will divert through traffic from these facilities, however, this diversion will not be sufficient to eliminate the congestion nor the "bottleneck". It therefore follows that improvements are necessary to relieve these traffic problems.

During our study of the Grants Pass area the most feasible improvement for the relief of these problems was the construction of the 6th-7th Street one-way couplet. If additional studies were made of the 5th and 6th Street location for a one-way couplet, some of the disadvantages are:

1. The required opening of an additional railroad grade crossing.
2. The northern extension would infringe upon the Grants Pass Airport.
3. The interchange with the Redwood Highway would be more complicated and quite possibly almost impossible to develop a satisfactory interchange.
4. The extension of the couplet to the freeway north of the city would require redesign of the proposed interchange and access to the freeway.

The article states ". . .if the C & OC Railroad is not abandoned the State Highway Department will not improve the highways in this immediate area". The Grants Pass Chamber of Commerce has used a statement similar to this without any authority in their campaign to have the railroad abandoned and to make the right of way available for highway improvements. I do not know of any official statement which has been made to substantiate this. In addition, it is contrary to our policy. There is no question but what the retention of the C & OC Railroad will require some new plans and cost estimates.

The last paragraph of the article indicates that any plan which we submit will be for the least cost and without any consideration of the residents of the community. The expenditure of large sums of money for improvements in any area is not made just to be making improvements, but rather is made to provide improved facilities for handling the traffic movements. There is no question but what consideration must be given to the cost for these improvements. The limited amount of money available for improvements does not allow the construction of a facility which will accomplish all desirable purposes. Therefore, improvements must be developed which will accomplish as many of these purposes as possible and yet be accomplished with reasonable expenditure. Any improvement which facilitates the movement of traffic definitely is in the interest of the residents of the area.

I realize that much of the foregoing is definitely repetitious, but I thought it might be of some general interest to you for if it were not

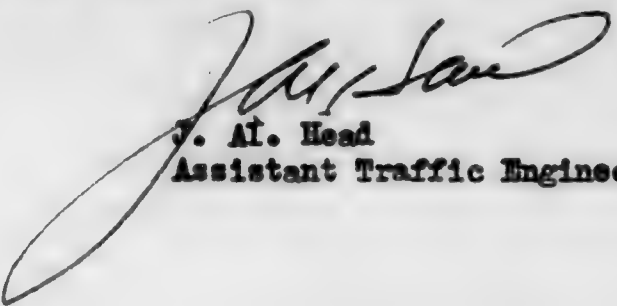
Mr. Forrest Cooper

- 4 -

October 8, 1956

restated hereinabove one would have to review the report in considerable detail to develop some of this thinking.

As I stated at the outset, in my opinion the article should be ignored.


J. Al. Head
Assistant Traffic Engineer

JAH:ng

Attachments

cc: Mr. G. S. Parson
Mr. Tom Edwards
Mr. Frank Morgan

REFERRED
By State Highway Engineer

9-20-54

Grants Pass

PLEASE RETURN TO
FORREST COOPER

6th-7th STREET COUPLET POOR SOLUTION TO OUR TRAFFIC PROBLEM

We understand that there will be a meeting of the Oregon State Highway Department on September 28th. We also understand that a resolution passed (not unanimously) by the Josephine County Unit of the Redwood Empire association asking the department to expedite the Sixth and Seventh street couplet will be presented at that time.

We believe that there are many businessmen and residents of this area who do not agree with the feasibility of the proposed project in relationship to the future betterment of Grants Pass. According to an aerial map of the Redwood interchange south of Caveman bridge published on page 79 of the Oregon State Highway Department's 1954 survey one third of our present city park area (that portion which is now in lawn) will be made unfit for recreational purposes by the location of the proposed Seventh street bridge.

Those who attended, an estimated 12 to 15 thousand persons, this year's Gladiolus Festival will recall the crowded conditions prevailing at the park. Future years will show an increase in attendance which is already raising the problem of "where to put them."

It is also contended that making Sixth and Seventh streets a one-way couplet for Redwood and Pacific highway traffic will prevent the growth of the present Grants Pass business district and force future growth to go outside of the present city limits.

According to the 1954 survey "Short term parkers would walk an average of less than one block (to conduct business) and probably 100 percent would walk less than two blocks".

With no parking allowed on Sixth or Seventh street customers would then have to walk several blocks plus crossing a main traffic artery.

On page 92 of the 1954 survey it is stated, "While it can be expected that some of the trips on Fourth street will move to the Sixth and Seventh street couplet immediately following completion of that project, they will in all probability return

to Fourth street as volumes approach capacity on the couplet. The anticipated 1970 (less than 14 years from now) ADT on Fourth street is 8,100 at G street; 1,900 and D and Bridge streets, respectively."

The survey also states that "One critical deficiency in the present (Grants Pass) street network is the absence of a north-south route east of Seventh street." In Proposal 18 the department suggests the improvement of Beacon drive, McLearn road and Portola drive at an "early date".

It would seem, then, that the most good for Grants Pass and the surrounding area would be accomplished by eliminating Seventh street as part of the couplet and in its stead use the Beacon Drive, McLearn road, Portola drive route with a bridge over the Rogue at Rogue Drive or in the immediate vicinity.

By thus spreading the couplet the present business would be allowed to expand normally and would eliminate a future business center outside the present city limits.

It would also save our present park!

Among the arguments advanced for the Seventh and Sixth street couplet is the one that if the C & OC railroad is not abandoned the State Highway Department will not improve the highways in this immediate area.

On page 88 of the 1954 survey the Department says: "This is another project (Proposal 7-Redwood highway extension) involved in the disposition of the C & OC railroad and the proposed plan and estimate is based upon its abandonment. The retention of the railroad will necessitate a new plan and cost estimate".

The State Highway Department will, as in the case of Medford, submit several plans to the community involved, however, the Department is primarily interested in getting their work accomplished in the shortest time possible and at the least cost therefore they will obviously submit a first plan that is the most beneficial to the Department and not of any particular consideration for the residents of the community in question.

EKA

4.131 (78)

Full

49 11

Date _____

Time

Porter (Corallines)

not presented
same result.

Appearance of Grants Pass Delegation

before the

Oregon State Highway Commission

September 28, 1956

Presentation:

Introduction by Morris Milbank, Ex-Mayor, representing Chamber of Commerce of Grants Pass, presented James P. McCourtney, Josephine County Commissioner; Robert C. Martin, Grants Pass Mayor; Fred Dayton, Chairman, Grants Pass Planning Commission; Robert L. Buckmaster, Grants Pass Councilman; Karl B. Reherd, Josephine County Assistant Director of Civil Defense; and Hugh McKinley, Grants Pass City Manager.

Presented resolutions by 12 Grants Pass organizations supporting immediate construction of one-way North and South highway system through Grants Pass.

Explained the proposal for the one-way system as outlined in Traffic Survey for Grants Pass and Vicinity, 1954, prepared by the Highway Department with the co-operation of the City of Grants Pass and Josephine County.

James P. McCourtney, Josephine County Commissioner, speaking for the Josephine County Court supported the request as an important and necessary improvement for the handling of county traffic.

Robert C. Martin, Mayor of Grants Pass, speaking for the City of Grants Pass, made the following points in support of the prompt implementation of this improvement:

- a. Overload carried by 6th Street in 1954.
- b. Projected tremendous increase in traffic.
- c. Safety.
- d. Availability of land for connecting links between North and South bound streets.
- e. Elimination of bottle-neck in Highway 99.
- f. Preparation for best possible interchange with proposed 99 Freeway.
- g. Good connection between proposed 99 Freeway and U.S. 199 and State 238.
- h. Unanimity of desire by people of Grants Pass and vicinity.

Requested immediate consideration of additional Bridge across the Rogue River at the foot of 7th Street when the right-of-way becomes available through the abandonment of the C. and O. C. Railroad.

*Presented by Grants Pass Delegation
9/28/56*

RESOLUTION

WHEREAS, the Oregon State Highway Department has made a Traffic Survey of Grants Pass and Vicinity, Technical Report No. 55-6, and

WHEREAS, said Traffic Survey has recommended as proposal Number 1. the widening of 7th Street and making it a one-way North Bound Artery with connections to 6th Street at each end; and making 6th Street a one-way South Bound Artery; and certain other improvements, and

WHEREAS, proposal Number 2. of said Traffic Survey recommends the construction of a bridge across the Rogue River at the foot of 7th Street and the construction of a modern grade separation interchange of the Pacific and Redwood Highways just South of the Rogue River, and

WHEREAS, the existence of a safe and efficient interchange of the Pacific and Redwood Highways and a safe and efficient route through Grants Pass is of vital interest to the travelling public and to the people of Josephine County, and

WHEREAS, construction is now in progress on the North City Limits of Grants Pass which will be materially effected by work done on proposals Number 1. and 2. of said Traffic Survey, and for other reasons involving time and safety,

NOW, THEREFORE, BE IT RESOLVED by the Active Club, that the Oregon State Highway Commission be respectfully requested and urged to give consideration to the immediate implementation of proposal Number 1.

ADOPTED by the Active Club, this 24th day of September,
1956.

Clair Hansen, President

Arthur D. Hummer, Secy

RECEIVED
OCT 1 1956

FOR FILING

11/13/56

4976

Appearance of Grants Pass Delegation

before the

Oregon State Highway Commission

September 28, 1956

4513
11/8/56
Presentation:

Introduction by Morris Milbank, Ex-Mayor, representing Chamber of Commerce of Grants Pass, presented James P. McCourtney, Josephine County Commissioner; Robert C. Martin, Grants Pass Mayor; Fred Dayton, Chairman, Grants Pass Planning Commission; Robert L. Buckmaster, Grants Pass Councilman; Karl B. Rehder, Josephine County Assistant Director of Civil Defense; and Hugh McKinley, Grants Pass City Manager.

Presented resolutions by 12 Grants Pass organizations supporting immediate construction of one-way North and South highway system through Grants Pass.

Explained the proposal for the one-way system as outlined in Traffic Survey for Grants Pass and Vicinity, 1954, prepared by the Highway Department with the co-operation of the City of Grants Pass and Josephine County.

James P. McCourtney, Josephine County Commissioner, speaking for the Josephine County Court supported the request as an important and necessary improvement for the handling of county traffic.

Robert C. Martin, Mayor of Grants Pass, speaking for the City of Grants Pass, made the following points in support of the prompt implementation of this improvement:

- a. Overload carried by 6th Street in 1954.
- b. Projected tremendous increase in traffic.
- c. Safety.
- d. Availability of land for connecting links between North and South bound streets.
- e. Elimination of bottle-neck in Highway 99.
- f. Preparation for best possible interchange with proposed 99 Freeway.
- g. Good connection between proposed 99 Freeway and U.S. 199 and State 238.
- h. Unanimity of desire by people of Grants Pass and vicinity.

Requested immediate consideration of additional Bridge across the Rogue River at the foot of 7th Street when the right-of-way becomes available through the abandonment of the C. and O. C. Railroad.

NOTED
FORREST COOPER

RECEIVED
AUG 8 1956

FOR FILING

FORM 830-50M-3-55-32986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1956

SUBJECT:

Grants Pass Traffic Study
One-Way Street Couplet, etc.

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

This is to advise that Mr. J. Al. Head, Assistant Traffic Engineer, and Mr. Frank Morgan, Division Engineer, met with the Grants Pass Chamber of Commerce at their noon meeting on Thursday, August 2. Mr. Head was "billed in" as the Speaker of the Day, but all that he did was give them about a five minute dissertation on the status of the project and then answered questions. I might mention that both Mr. Head and Mr. Morgan consolidated their thinking in making answers to the questions put to them. It might be of some interest to know that the normal meeting of the Grants Pass Chamber of Commerce attracts about 60 individuals whereas this meeting attracted a little over 100, so there is considerable local interest in the problem of highways. Briefly, I think that the information given to the residents of Grants Pass can be boiled down in a few items listed hereinafter:

1. As an opening statement, Mr. Head advised the group assembled that the State Highway Department had a tentative plan of interchange between the 6th-7th one-way couplet and the freeway north of Grants Pass, and a tentative plan for the proposed traffic interchange with the Redwood Highway south of Grants Pass which would be available for anyone to look at at the conclusion of the meeting. In this direction, at the conclusion of the meeting there was considerable interest on the part of about 15 or 20 people who came up and asked some rather specific questions with respect to detail. Most of the questions hinged around the end of the present project between Louse Creek and Grants Pass, which was explained. Mr. Head also advised that he understood there was a request for a survey authorization in the Salem office to develop a half street section on 7th Street and "firm up" cost estimates for this project. He presumed that the authorization would be approved and when they see engineers in the field, that they were merely making additional studies looking towards a final estimate of cost for this project.

Mr. Head also advised that he did not know what the State Highway Commission's plans were for programming of work on the 6th-7th Avenue couplet, but he was sure that they would give it every consideration and felt quite confident that it would be somewhat high on the list of priorities of projects which they would consider.

NOTE
G. S. PAXSON

He also advised the group that he could not at this time discuss in detail any project or any portion of any project which lies south of the Rogue River because all such projects were integrated with the ultimate settlement of the California and Oregon Coast Railroad abandonment.

Some of the questions asked were: "What specific projects does the Highway Commission have on the books in the Grants Pass Area?" In this direction they were advised of plans for improving the Redwood Highway and then they were advised that we knew not what the Commission's program was with respect to a time table of any project. We did tell them, however, that within 13 years the Interstate System of Highways would be entirely complete and the four lanes would be constructed from Washington to California State Lines on US99.

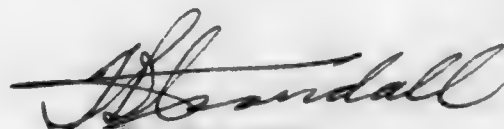
2. A specific question was asked with respect to the location of the Jones Creek Road Traffic Interchange. In this direction they were told that the final plan had not been worked up and approved by the Construction Engineer so that it could be presented to the Chief Engineer. We told them that this probably would be done at some future date.

3. We were asked where the cross-over connection between the 6th and 7th Avenue Couplet north of the Rogue River would be located. They were advised that it would be somewhere between the Riverside Auto Court and the Studebaker Garage and as far south as possible, but the exact location would depend upon conditions which existed at the time the final field surveys were made and just prior to working up the project. They were also told that the one-way couplet was planned to extend all the way to the Freeway north of town.

4. A reporter from the Banner-Courier made a specific inquiry with respect to our plans for the Miracle Mile. Here again, Mr. Head reiterated his earlier statement that he was not at liberty to discuss anything. He did advise them that the County Court, through Judge Lathrop, and the City Council, through Mayor Martin, had written a letter to the State Highway Department requesting that additional study be made of the several alternate routes between the present Junction of US99 and US199 and the proposed freeway in the vicinity of Jones Creek. They were reapprised that the abandonment at such time as the final settlement of the C & OC Railroad situation had been settled and that the State Highway Department will once again resume its studies and recommendation would be made to the Chief Engineer and then he in turn would make recommendation to the Commission, and we would communicate with the local citizens.

5. Mayor Robert Martin asked, "When would a hearing be held with respect to the location of the Interstate Freeway?" He was advised that neither of our representatives knew when such a hearing would be held and that they would be apprised when our plans were to the point when such hearing could be held. Mayor Martin stated that in behalf of the City he would like to have such a hearing at an early date and settle "once and for all" the final location of the Freeway so that all parties of interest could proceed with their plans accordingly.

Mayor Martin requested copies of our Proposed Plans of Traffic Interchange North of Grants Pass for the 6th-7th One-Way Couplet and at the Redwood Interchange south of Grants Pass so that they would be available in the City Manager's office to care for inquiries placed to them as to how these would be. Mr. Head advised them that this matter would be referred to the Construction Engineer and through copy of this letter I am so doing. I might mention in this regard that Resident Engineer, Al. Chapman, would like to have copies of detail prints of these two interchanges as it will undoubtedly befall his lot to work up the final program and he does not at the moment have any prints showing the thinking of the Salem office. This subject again is being referred to the Construction Engineer through copy of this letter.


F. B. Crandall
Traffic Engineer

JAH:njs

cc: W. C. Williams
Forrest Cooper
Tom Edwards
F. D. Morgan



RECEIVED
JUL 30 1956

FOR FILING

FORM 2-20X-80M-11-55-903
1451 410
4776

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 23, 1956

SUBJECT: Grants Pass Traffic Study

To: MEMO TO FILE

This is to advise that Mr. Fred Dayton of the Grants Pass Planning Commission and Mr. Demeri, receiver for the C & OC Railroad, stopped in and talked to Mr. Head. They made inquiry as to the Highway Commission's programming of Project No. 1 (6th-7th Street couplet) and Project No. 2 (Caveman One-Way Bridges and Redwood Interchange.) Mr. Head contacted Mr. Williams and the gentlemen were advised that this project would be submitted to the Highway Commission for their consideration and some decision probably would be reached about September on their future programming.

Mr. Dayton was wondering if it would be possible for Mr. Edwards and Mr. Head to meet with the Chamber of Commerce, City Council and the County Court and explain further details of design and operation of Project No. 1 and No. 2, (the one-way bridges and the one-way couplet part, not the interchange part) from the interchange north of town to the Redwood Highway south of town.

Mr. Head advised Mr. Dayton that the proper procedure would be to address a communication to Mr. Baldock stating their request and he would determine if it would be possible for the engineers in question to be sent to Grants Pass.

Mr. Bob Martin, Mayor of Grants Pass, also extended his appreciation to Mr. Williams for writing to the Interstate Commerce Commission to make inquiry as to their decision with respect to abandonment of the C & OC railroad, especially in that Mr. Martin felt that Mr. Williams' letter hurried the decision by several weeks.

Mr. Demeri advised that he is going to recommend to the ICC that when they abandon they dispense with the receiver and turn the matter over to the City of Grants Pass so that the State Highway Department in negotiations for the rights-of-way will only have to deal with the one body, the City of Grants Pass.

F. B. Crandall
F. B. Crandall
Traffic Engineer

JAH:njs

cc: R. H. Baldock
W. C. Williams
G. S. Paxson
Forrest Cooper
Tom Edwards

NOTED
G. S. PAXSON

R

1956

INFER

RECEIVED
APR 1 - 1956

FOR FILING

U-131 (10)
FORM 230-80M-2-55-32000
4476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

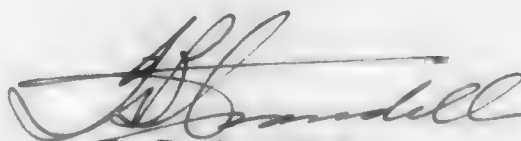
April 3, 1956

NOTE
W. C. WILLIAMS

SUBJECT: Alternate Route Studies
Grants Pass Traffic Study

To: MEMO TO THE FILE

City Manager, John Porter, in company with Mr. Head of this office talked to Mr. Baldock Friday, March 30th, about the pending re-study of traffic conditions relating to Project No. 7 (Redwood Highway Extension) as against approving the Pacific Highway south of town and the Jones Creek Connection between the Redwood Highway and the Pacific Highway Freeway. Mr. Porter felt that whatever our findings should be, the report to the Commission should be held until the ICC examiner had ruled on disposition of the C & OC Railroad. This is to advise that Mr. Baldock concurred in this thought and stated that he would not report to the Commission until after the ICC ruling had been brought forth. Mr. Baldock did not make reference to the report which I made to him on this subject, Assignment RHB 6577 under date of March 22, 1956. As a further memorandum to the file on this same subject, Mr. Baldock referred this assignment to Mr. Edwards for review, comment, and subsequent return to him.



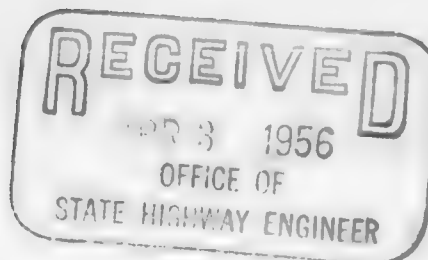
F. B. Crandall
Traffic Engineer

JAH:ph

cc - W. C. Williams ✓

G. S. Paxson

Forrest Cooper



RECEIVED
APR 5 - 1956

FOR FILING

11-127 (18)
4976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 22, 1956

SUBJECT: Grants Pass Traffic Study
Project No. 7
Redwood Highway Connection
(March 1-2 Commission Agenda
Item 4-k)
Assignment No. RHB 6577

To: Mr. R. H. Baldock
State Highway Engineer
Office

I return herewith your file on the above subject and numbered assignment addressed to Mr. Head of this office. I also attach copy of Mr. Head's letter of November 28 to you and call your attention particularly to the last paragraph on Page 1 and the six questions immediately following on Page 2 as asked by Senator Brown.

I have caused to be made an economic analysis to develop benefit quotients for two alternate connections between the Redwood Highway and the Pacific Highway Freeway south of Grants Pass. You will note that Proposal 7, Redwood Highway Extension, and Proposal 11, Pacific Highway (South), have been coupled together as one unit of work costing some \$2,230,000. The benefit quotient of \$1.55 results therefrom. The second alternate study, which is Proposal 11, Pacific Highway (South), is coupled with a location called the Jones Creek Road Connection. These two projects cost some \$995,600 and result in a benefit quotient of \$1.38. The attached sheet summarizes this analysis.

I would recommend to you, in view of the nominal difference in the two benefit quotients, that consideration be given to the adoption of Proposal 11, Pacific Highway (South), coupled with the Jones Creek Road Connection as a desirable project to effect connection between the Redwood Highway and the Pacific Highway Freeway. Notwithstanding that this project has a benefit quotient of \$1.38 as compared to \$1.55 for the Redwood Highway Extension, there is a saving of \$1,234,400. Your attention is directed to the project map in the back of the Grants Pass Report and you will note that the Jones Creek Road Connection between the existing Pacific Highway and the Pacific Highway Freeway lies along the location on the border of the map. Inspection by the Division Engineer indicated that this is more desirable than the location along Aurora Avenue.

F. B. Grandall
F. B. Grandall
Traffic Engineer

JAHing
Attachments
cc: Mr. G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

Study of
Alternate Connections from
Redwood Highway to Pacific Highway Freeway
Grants Pass Vicinity

Section	Length (Miles)	Construction Cost ()	Right of Way Cost (\$)	Total Cost (\$)	Annual Cost (\$)	Annual Benefit (\$)	Benefit Coefficient (\$)
Proposal 7 - Redwood Highway Extension	2.34	1,455,000	475,000	1,930,000	—	—	—
Proposal 11 - Pacific Highway (South)	2.30	300,000	—	300,000	—	—	—
Composite Total	4.64	1,755,000	475,000	2,230,000	119,500	105,000	1.55
Proposal 11 - Pacific Highway (South)	2.30	300,000	—	300,000	—	—	—
Jones Creek Road Connection	0.91	441,600	254,000	695,600	—	—	—
Composite Total	3.11	741,600	254,000	995,600	54,700	75,700	1.38

RECEIVED
MAY 10 1956

FOR FILING

11-131. (18)
11976

4-1-56
3-1-56

March 21, 1956

County Court of Josephine County
Courthouse
Grants Pass, Oregon

Attention: Hon. Raymond A. Lathrop
County Judge

Gentlemen:

The State Highway Commission at its most recent meeting had under discussion your letter of February 23, 1956 and the resolution transmitted therewith, in which you request implementation of Project No. 1 as outlined in the Engineer's Traffic Survey report of the City of Grants Pass and vicinity, also in which you state that you feel that Project No. 7 mentioned therein should be restudied by all parties concerned.

The Commission took no definite action on your requests but instructed me to inform you that it will consider them in the allocation of future highway funds.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

R E S O L U T I O N

by J. M. Carr
County Commissioner

MINUTES OF THE JOSEPHINE COUNTY HIGHWAY TRAFFIC SURVEY COMMITTEE

Meeting held in the office of the County Court on the 2nd day of February, 1956. All members present.

The Chair brought up the subject of Plan #1 as listed in 1954 Traffic Survey of Grants Pass and vicinity. After considerable discussion, it was moved by Mr. Potts and seconded by Mr. Cameron that the Committee recommend adoption of this plan and to parallel action taken by Common Council Committee of Grants Pass at their meeting of January 4, 1956, and requesting immediate implementation of such project #1.

Motion was carried unanimously and with it, it is respectfully conveyed to the Josephine County Court the recommendation that the Court approve this action.

The matter of Project #7 under the above Traffic Survey was brought up for discussion.

It was the considered opinion of this Committee that Project #7 be given further study by the Highway Commission and we so recommend to the County Court.

Respectfully Submitted,

P. J. Potts
Chairman

Don Cameron
Committee Member

W. B. Potts
Committee Member

Copy to Mr. John Porter, City Manager

COPY OF THE ORIGINAL

IN THE COUNTY COURT OF THE STATE OF OREGON FOR THE COUNTY OF JOSEPHINE

IN THE MATTER OF JOSEPHINE COUNTY'S
RECOMMENDATION FOR INCLUSION IN THE
REDWOOD EMPIRE ASSOCIATION'S MASTER
SCHEDULE OF OFFICIAL HIGHWAY RECOM-
MENDATIONS FOR 1956.

)
)
)
)
)

R E S O L U T I O N

WHEREAS, the importance of Highway 199, which is the Redwood Highway between Crescent City and Grants Pass, is vital to all the counties of the Redwood Empire, and particularly to Del Norte and Josephine County, and,

WHEREAS, it is our desire to cooperate with Del Norte and all other counties in the Redwood Empire System to the end that the Redwood Highway be brought up to a standard which will promote both commercial and tourist traffic through its entire length, and,

WHEREAS, a contract was let by the Oregon State Highway Commission last April for a new bridge over the Applegate River on Highway 199, together with three-fourths mile of relocated highway which contract is now in its completion stages, and,

WHEREAS, The Oregon State Highway Commission has let a contract for a new bridge on Highway 199 on the East Fork of the Illinois River in the vicinity of Cave Junction, Oregon, and is now surveying for plans and specifications for relocation of the highway at these points, and, in addition, is surveying and procuring right of ways for location of a new bridge on the West Fork of the Illinois River and realignment of the highways, and,

WHEREAS, A Traffic Survey of the vicinity of Grants Pass in Josephine County has been completed and studies made of traffic facilities within the city and adjacent thereto and recommendations have been made by Josephine County for improvements of a project known as the 6th and 7th Street Couplet.

NOW, THEREFORE, BE IT RESOLVED, that our official priority list for 1956, be as follows:

(1) Finish the project already started from Cave Junction east to a point beyond the West Fork of the Illinois River.

(2) That the one way couplet extending from the North Pacific Highway through a county area to 6th and 7th streets in Grants Pass be completed.

(3) That a restudy of Project #7 of the Traffic Survey be made by the State Highway Commission. Project #7 is a continuation of the Redwood Highway from its present junction with U. S. Highway 99 to a point on the re-located U. S. Highway 99 (commonly known as the Pacific Highway) South and East of Grants Pass.

DONE AND DATED this 14th day of February, 1956.

JOSEPHINE COUNTY COURT

by Raymond A. Lathrop
County Judge

by Ed Richards
County Commissioner

by J. McKeen
County Commissioner

RECEIVED
MAR 28 1956

FOR FILING

44-731982
FORM 830-50M-2-55-32006
4476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 15, 1956

NOTED
W. C. WILLIAMS

SUBJECT: Grants Pass Traffic Study
Affidavit Re AC and OORR
Abandonment

To: Mr. Robert L. May, Jr.
Assistant Counsel
Office

The following thoughts appear to me to be appropriate for inclusion in an affidavit. I have not included an introductory paragraph on myself as I am not familiar with the language in which it should be couched. With respect to the statements which follow, most of them are quoted directly from the report and I have, by parenthetical reference, indicated the page in the report where you can find them. I will not have an opportunity to review what I am dictating and will be absent from the office until Monday morning, March 19. I will contact you at that time.

With respect to the introductory paragraph, I think you can say that I, J. Al. Head, Assistant Traffic Engineer, Oregon State Highway Department, was in direct charge of conducting the survey and preparing the report. I either did the work directly or it was performed under my direct supervision. With this much at hand, you can expand this thought as you see fit.

Oregon State Highway Department Technical Report No. 55-6, "Traffic Survey, Grants Pass and Vicinity, 1954", prepared by the Oregon State Highway Department in cooperation with the City of Grants Pass and Josephine County, copy of which is submitted herewith, was an outgrowth of a request of the City of Grants Pass and subsequent conferences between officials of the City, Josephine County and the Oregon State Highway Department, wherein a need was expressed for a thorough study of existing and potential traffic volumes in relation to the capacity of existing city streets, county roads, and state highways and the need for betterments and additions thereto. (Page 1)

This survey explored the several projects which might well be included in a long range program of arterial routes by the three participating jurisdictions. Design standards were based on 1970 traffic forecasts. It was assumed that the entire recommended program would be implemented by that time. (Page 1)

A license recording origin-destination study was conducted on highway approaches to the City to determine the trip pattern, of both localized traffic and long haul movements. Numerous vehicle volume counts were obtained throughout the study area to determine the amount and composition of traffic on existing facilities for use in estimating the number of vehicles which could be assigned to any proposed project. (Page 1)

March 15, 1956

Other studies were made of accident data, street capacity, and railroad crossing exposure. (Page 1)

In urban areas, street design is influenced considerably by topography, population density, land development, vehicle characteristics, nature and composition of traffic movement, and cost of construction. The service required is related to the desires and controlling needs of individual auto and truck users, size of city, land use, over-all city planning objectives and economic factors. The influence of these controlling factors must be considered in the development of suitable service and design standards. Therefore, in formulating a program of highway improvement, the impact of these factors has been evaluated in light of the best available engineering knowledge and practice. (National Committee on Urban Transportation)

The Grants Pass Traffic Study, referred to hereinabove, explored in considerable detail and set forth the nature and extent of the traffic problem as it exists in Grants Pass. The recommended plan was developed to alleviate certain problems. To summarize briefly, a need existed for a plan to provide the following four major items:

1. Additional Rogue River crossings.
2. Relief for Sixth Street.
3. Axial routes serving the Central Business District.
4. Circumferential routes.

All of these fundamental needs have been included in the recommended program. In some cases new construction has been recommended, while in others the necessary capacity has been obtained by prohibition of parking or street widening. (Page 66)

It will be noted from the traffic flow diagram on Page 23 of the Grants Pass report that the major movements in the Grants Pass area are the north-south movements on Sixth Street (US99), and the east-west movements on the combination of the Redwood Highway (US199) and the Pacific Highway. To provide relief for Sixth Street, a one-way couplet was recommended combining Sixth and Seventh Streets. In addition, the Pacific Highway Freeway was recommended to remove from the Central Business District that increment of through traffic which does not desire to stop in Grants Pass. (Page 66)

Outside the city limits the Redwood Highway should be improved to a four-lane facility, and the present Pacific Highway south of the Rogue River should also be improved to four lanes. One of the most important recommended improvements in the area is the interchange at the intersection of the Redwood and Pacific Highways. This interchange coupled with a new bridge paralleling the Cavenan Bridge should materially reduce congestion on Sixth Street and in the area south of the Rogue River. (Page 66)

Circumferential routes around the Central Business District were planned to permit cross-town movements without requiring passage through the Central Business District. These routes are the Bridge Street-"H" Street-"H" Street route, the Fourth Street route, and the "P" Street route. (Page 66)

The vehicle flow diagram for 1975 on Page 69 of the Grants Pass report was prepared to show the combined effect of the "Recommended Program" and normal growth on traffic volumes in the area. This illustration shows the

anticipated 1970 ADT on the proposed arterial street network—it was prepared on the assumption that the proposed network will be complete at that time. For comparative purposes, a 1954 flow diagram is shown on Page 68 in the Report. (Pages 66-67)

The Cavenan Bridge on Sixth Street is presently the only Rogue River crossing in the Grants Pass area. It is a two-lane structure with an ADT of 22,100. This is the only connection between the Central Business District and the area south of the river which has had the greatest growth of any section in the vicinity. As future growth occurs, greater demands will be made on the Cavenan Bridge with resultant intolerable congestion unless immediate steps are taken to increase the capacity of the river crossing. (Page 72)

In the case of Grants Pass, it was decided that a one-way couplet extending from the proposed Pacific Highway Freeway (Proposal 6 in the Report) to the Redwood Highway was the most desirable. The entire couplet would require the expenditure of \$1,995,400. To make possible an immediate change and allow motorists to benefit from the couplet in the Central Business District, the total project was broken into two units. The north unit (Proposal 1 in the Report, \$680,400) would extend from the Pacific Highway Freeway to a new connection north of Cavenan Bridge and south of 9th Street. The south unit (Proposal 2 in the Report, \$1,315,000) would extend from the south connection to a point beyond the Redwood Highway and would include an interchange to connect the Redwood Highway, Sixth Street, Seventh Street, the Williams Highway and all local service streets in the area. (Page 74)

This subdivision of the project allowed immediate operation of the north unit and addition of the south unit as soon as the interchange and the Seventh Street Bridge could be programmed and completed. Jackson Street and the new south connection will ultimately serve as cross-streets between Sixth and Seventh Streets, thereby reducing travel distance for certain localized movements. (Pages 74-75)

In addition to the need for relief of congestion along Sixth Street, there was an urgent need for improvement of conditions at the intersection of the Redwood and Pacific Highways. The decision to utilize Seventh Street as the northbound half of a one-way couplet through the Central Business District placed certain physical controls on the geometrics of an interchange which would meet the needs at this intersection. (Page 76)

The traffic pattern at the intersection, land use of the surrounding area, and the ground profiles were the other factors which tended to control the geometric design. Several plans were evolved and studied to determine their operating characteristics under present and future traffic volumes. The plan shown on Page 77 of the Grants Pass Report was finally selected. This was a preliminary plan and it should be understood that detailed surveys and a more complete and detailed design may indicate minor changes which would be advantageous. (Page 76)

This plan will require construction of a second bridge across the Rogue River on an extension of Seventh Street. It provided for separation of the major conflicting movements with channelized grade crossings for minor movements. Three fully actuated traffic signals were included to provide protection for cross movements at the channelized intersections. It also in-

March 15, 1956

cluded provision for the extension of the Redwood Highway northeasterly to a junction with the Pacific Highway Freeway. The total estimated cost was \$1,315,000. (Page 76)

The need for immediate improvement cannot be overstated. Strip developments along the Redwood and Pacific Highways extend for several miles from this intersection. Residential and industrial development has and is continuing to grow in the area served by these highways. Much of the timber destined for saw mills in the City passes through this intersection. The combined effect of these factors plus the through traffic on the two primary and one secondary highways results in a congestion which is rapidly growing worse. Approximately 25,000 vehicles enter the intersection daily. Through normal growth, this will increase to approximately 40,000 vehicles per day by 1970. (Page 76)

Congestion is quite apparent at the intersection, and there were 31 reported accidents at the four minor intersections which comprise the intersection area and an additional 16 accidents on the Cavenan Bridge in 1954. The total, 47, is 40 percent of the rural accidents in the study area and nearly ten percent of the total accident experience in the study area. Further justification for this proposal and Proposal 1 in the Report was shown when the accident experience on Sixth and Seventh Streets was studied. A total of 210 accidents occurred on these two streets between "A" Street and the Redwood Highway. This represents 45 percent of the total accident record for the entire study area. Any program aimed at betterment of traffic conditions must logically start with this section which is by far the most critical. While monetary losses due to delays and accidents were not computed, it is believed that they justify the necessary expenditures to provide corrective treatment. (Pages 76 and 78)

It would be desirable to construct the new Cavenan Bridge and Redwood Interchange immediately as an integral part of the Sixth-Seventh Avenue Couplet. (Page 78)

This proposal and Proposal 1 in the Report were planned to provide relief for this area, divided into two separate proposals. It is given second priority only because of the time which would be necessary to program funds for, design, and let a contract for construction of, a project of this magnitude. The Sixth-Seventh Street couplet on the other hand can be implemented immediately with a relatively small outlay, and motorists can receive the benefits which would accrue to them through time accident savings during the period required for programming and construction of the bridge and interchange. (Page 78)

The design and estimate of costs for the proposed traffic interchange at the junction of the Redwood and Pacific Highways was based upon the removal of the G & O Railroad because when the plans were made the railroad was not operating and it was the understanding of the State Highway Department that the railroad would be abandoned. Of late, it appears that the question is not settled, but no estimates of costs were prepared based upon continuation of the railroad because of the impossibility of conferring with the possible operators of the railroad and a conference of this kind would be necessary to prepare such an estimate. The continued operation of the railroad would

Mr. Robert L. May, Jr.

- 5 -

March 15, 1956

increase the cost of the construction of the traffic interchange materially. Presently there are no funds available for the traffic interchange; therefore, the design and the cost estimates will be held in status quo until final decision is made with reference to the continuance or abandonment of the railroad. The availability of funds for the project depends upon action by the Congress. (Page 78)

J. Al. Head
Assistant Traffic Engineer

JAH:mg
Attachment

RECEIVED
MAR 13 1956

FOR FILING

4-131 (10)
4976

Salem, Oregon
March 13, 1956

Grants Pass One way
Street Couplet

R. H. Baldock
State Highway Engineer

At the January meeting of the Commission, the Commission discussed a communication from Grants Pass in which request was made for the implementation of Project No. 1 contained in the traffic survey of this city. Project No. 1 is the one-way street couplet. To finance the project the Commission was asked to transfer monies already programmed for improvement of the Redwood Highway. You suggested that the City be informed that the Commission would consider the project when Congress provides additional funds. The Commission approved your suggestion and instructed you in the meantime to study the proposal.

You asked me to remind you of this matter which I believe I have already done, although I cannot find any record to that effect, hence this note.

H. B. Glaisyer, Secretary

HBG:jmc

RECEIVED
MAR 13 1956

FOR FILING

11-131(15)
4976

NOA 11-5
4/20/56

February 15, 1956

Mr. Sidney Bazett, President
Grants Pass and Josephine County
Chamber of Commerce
Grants Pass, Oregon

Dear Mr. Bazett:

The State Highway Commission at its last meeting had under discussion your letter of January 5, 1956, and the recommendation of your Businessmen's Committee, transmitted therewith, with respect to proposed highway improvements in Grants Pass and vicinity.

The Commission noted your request for the immediate activation of Project No. 1, Sixth-Seventh Street one-way traffic couplet, as outlined in Highway Department Technical Report No. 55-6, entitled, "Traffic Survey Grants Pass and Vicinity, 1954".

In the discussion of this matter it was pointed out that funds are not immediately available to finance such project at this time, and will not be available until the Congress has appropriated additional Federal monies. The Commission stated its willingness to consider the project when the additional Federal monies have been provided. In the meantime, the Engineer was instructed to check into the matter, so that he will be prepared to advise the Commission fully when the matter again comes up for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mmm

RECEIVED
JAN 10 1956

FOR FILING

Grants Pass and Josephine County

CHAMBER OF COMMERCE

NOA 11-3
1/26/56

January 5, 1956

"IT'S THE CLIMATE"

GRANTS PASS, OREGON

11-131 (10)
1976

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon.

Dear Mr. Baldock:

Thanks very much for your letter of the 30th.
In accordance with your request, we are sending you
a copy of the recommendations of our Businessmen's
Committee.

We are also enclosing a copy of the Minutes of
the meeting, and would like to call your attention
to the last paragraph. While the Committee felt
there definitely should be a connecting street between
Sixth and Fifth to take care of the traffic on the
west side of the street that wished to return to the
business district without crossing the bridge, they
didn't incorporate it in the resolution for fear this
might slow down action on the one-way couplet. If
there was no connecting street there, it would mean
that one would have to cross two or three lanes of
southbound traffic to get over to the connecting
street between Sixth and Seventh.

Thanking you for your interest, and with best
regards, I remain,

Sincerely,

Sidney Bazett, President

SB:gp
Incls.



REFERRED TO
William

By State Highway Engineer

Please
note + file.

RECEIVED
JAN 3 1956

FOR FILING

11/15/1 (12)
4976

December 30, 1955

Mr. Sidney Bazett, President
Chamber of Commerce
Grants Pass, Oregon

Dear Mr. Bazett:

I am quite interested in the study that the committee of business men is making of the traffic survey as presented by the Oregon State Highway Department, and would appreciate your sending me the findings of the Committee when they are made.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl

cc Mr. John F. Porter
Mr. F. B. Crandall

C
O
P
Y

Grants Pass, Oregon
23 December, 1955

To the:
City Council of Grants Pass
County Court of Josephine County
Board of the G.P. & Josephine County
Chamber of Commerce.

Meeting on December 16 and December 22, 1955, a special committee of merchants appointed by the board of directors of the Chamber of Commerce to study the State Highway Department's Proposal No. 1 for activation of a one-way traffic couplet on Sixth and Seventh Streets in the City of Grants Pass, and to poll the citizens on their support or opposition to the proposal, has decided as follows:

"Resolved: that this special committee appointed by the board of directors of the Grants Pass and Josephine County Chamber of Commerce go on record as commending the immediate activation of Project No. 1, the Sixth-Seventh one-way traffic couplet, as outlined beginning on page 72 of Technical Report No. 55-6 entitled "Traffic Survey, Grants Pass and Vicinity, 1954" issued in October of 1955."

The above resolution was voted unanimously by the members of the committee who were: Tom Cudd, Waldemar Wiik, Ted Kelt, Gene L. Brown, Ed Knox, George Hall, Mary Ellen Moore and Earle Voorhies. Mrs. Moore served as chairman of this committee and Voorhies as secretary.

For the committee

Mary Ellen Moore, chairman

Earle E. Voorhies, Secy.

C
O
P
Y

Sixth-Seventh One-Way Couplet Committee

On December 22, 1955, the above-named special committee held its second meeting under the chairmanship of Mary Ellen Moore at a luncheon at the Redwoods Hotel with the following in attendance:

Mary Ellen Moore, Tom Cudd, Waldemar Wiik, Ted Kelt, Gene L. Brown, Ed Knox, George Hall and Earle Voorhies of the committee; and the following Chamber of Commerce representatives: Loren Hansen, Manager, Cliff Knutson, merchants committee, C. W. McLean, highway committee, and Ben Newman.

Mrs. Moore read letters sent by Sid Bazett, C. of C. president, to R. H. Baldock, State Highway Engineer, requesting clarification of three questions raised by the committee at its first meeting last week, and reported the answers given her by Mr. Williams by phone as follows:

1. Would one-way traffic southbound on Sixth, and one-way traffic northbound on Seventh, be instituted immediately as traffic signals are rearranged and the new street cut through from Sixth to Seventh near the Rogue River? The answer was: yes, one-way traffic would go into operation without delay.

2. Would Seventh street be extended immediately all the way to the site of the proposed Pacific Freeway as indicated in proposal No. 6 of the State Highway Department's Technical Report No. 55-6? The answer was indefinite; north-bound traffic might be turned back into Sixth street at Savage or Steiger streets, temporarily.

3. Where would the new Sixth to Seventh connecting street be cut through? The answer was indefinite; somewhere in the vicinity of the former Menasco Motors site.

Gene L. Brown raised the question whether the committee should take its vote and report directly to the City Council and the County Court special committees, or whether the report should go back to the Chamber of Commerce board of directors which appointed the committee for transmission to the city and county with the board's backing.

The committee decided it would put its decision into writing and forward it to all three agencies, and that it was ready to take a vote on Project No. 1.

Gene L. Brown made the following motion:

Resolved, that this special committee appointed by the board of directors of the Grants Pass and Josephine County Chamber of Commerce go on record as commending the immediate activation of Project No. 1, the Sixth-Seventh one-way traffic couplet, as outlined beginning on page 72 of the Technical Report No. 55-6 entitled "Traffic Survey, Grants Pass and Vicinity, 1954" issued in October of 1955.

Page 2.

Passage was seconded by Tom Cudd, and voted unanimously by the members of the committee.

Final action of the committee was to urge that the new connecting street between Sixth and Seventh be extended toward the West to connect also with Fifth street, but this was not embodied in the resolution for submission to the chamber, city and county.

(Signed) Earle E. Voorhies
Secretary of the committee
22 December, 1955

Grants Pass and Josephine County
CHAMBER OF COMMERCE

December 16, 1955

"IT'S THE CLIMATE"

GRANTS PASS, OREGON

Mr. Sam Baldock,
State Highway Department,
Salem, Oregon.

Dear Sam:

At the suggestion of City Manager John Porter, we have asked Cliff Knutson, the Chairman of the Retail Division, to set up a committee to study the traffic survey as presented by your Department, and its effect, if any, on the businesses of the area.

Mr. Knutson selected some thirteen of our leading business people to work on such a committee, and they had their organizational meeting this noon.

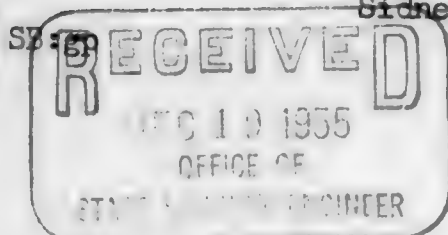
They elected Mrs. Mary Ellen Moore, wife of Dr. W. J. Moore of the Grants Pass Clinic, as their Chairman, and Earle Voorhies, publisher of the Grants Pass Courier, as their secretary. Various members of the committee were furnished with a copy of the survey, with the request that they study proposal #1 — the one-way couplet of Sixth and Seventh streets. After this study, the committee will meet with a committee from the City Council, the City Planning Commission and the County Court to see if they can arrive at a unified approval of this proposal.

I have assured Mrs. Moore that should there be any questions in the minds of the committee in regard to the survey, that your department would be glad to answer them for her, so it is possible that she may request information for them.

With kindest personal regards and Seasons Greetings,

Yours very truly,

Sidney Bazett
Sidney Bazett, President



not in heading

January 13, 1956

Mr. Earl T. Simonsen
City Auditor
City of Grants Pass
City Hall
Grants Pass, Oregon

Dear Mr. Simonsen:

This acknowledges your letter of January 12, 1956 advising that the Common Council of your city has gone on record as requesting immediate implementation of Project No. 1 as outlined in the Highway Department's Technical Report No. 55-6 "Traffic Survey Grants Pass and Vicinity".

I shall bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBO:jmc

cc: Commissioners
R. H. Baldock

RECEIVED
DEC 28 1955

FOR FILING

11-131 (100)
4976

December 21, 1955

Mrs. Mary Ellen Moore, Chairman
c/o Chamber of Commerce
235 NE Sixth Street
Grants Pass, Oregon

Dear Mrs. Moore:

This will acknowledge your letter of December 19, requesting certain information regarding the proposed one-way couplet of Sixth and Seventh Streets in Grants Pass and posing three specific questions concerning it.

With respect to your first question, I will state that the one-way couplet could be put into use immediately upon its completion and without any delay pending completion of the Seventh Street bridge.

With reference to your second question, Seventh Street need not be completed through to Morgan Lane at the outset in order to realize benefits from a portion of the one-way couplet. The couplet could, as a stage of development, be carried northerly from "H" Street to Savage Street with a temporary cross-over on Savage to Sixth Street. In general, development of the Sixth Street-Seventh Street couplet can be by stages, which stage development is not contingent upon completion of the northerly interchange with the projected US99. In the development of this one-way couplet proposal, there was no intent to widen Sixth Street to accommodate four lanes. It would be advisable at some future time to develop Sixth Street to a 44-foot curb-to-curb section necessary for an adequate two moving lanes with two parallel parking lanes.

Turning to your third question, the cross-over connection between Sixth and Seventh Streets between "H" and the River, for which we made the cost estimate, contemplated a location immediately north of the Riverside Auto Court. This location might be varied somewhat when the work is actually done, since one of the principal considerations would be right-of-way cost.

I trust the foregoing satisfactorily answers your questions and that this communication reaches you in time for your scheduled meeting.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

FBC:ng hi

cc Mr. F. B. Crandall
Mr. Tom Edwards

RETAIL MERCHANTS

GRANTS PASS, OREGON

December 19, 1955

Mr. Sam Baldock
State Highway Commission
Salem, Oregon.

Dear Mr. Baldock:

The writer has been appointed Chairman of the committee of business people to work with a committee from the City Council to study the effect of Proposal #1 — the one-way couplet of Sixth and Seventh Streets, in the recent survey made by your engineers.

At our first meeting, three questions came up on which the committee would like some clarification.

First. Would the one-way couplet be put into immediate use upon completion, or would it's use be delayed until the completion of the Seventh Street bridge, as outlined in Proposal #2?

Second. Should Seventh Street be completed through to Morgan Lane, and Sixth Street widened to four lanes, or would this work be held up until the completion of the north interchange on Highway 99?

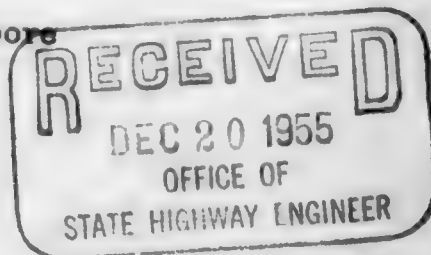
Third. Where would the street connecting Sixth and Seventh streets between "M" Street and the river cut through the block?

Inasmuch as our committee is meeting Thursday noon, December 22nd, we would appreciate your answer in the enclosed Special Delivery envelope.

Sincerely,

Mary Ellen Moore

Mrs. Mary Ellen Moore
Chairman



RECEIVED
DEC 1 1955

FOR FILING

FORM E-30X—50,000—10-54—75484
4-131(18)
4776

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 28, 1955

R. H. Baldock
State Highway Engineer

SUBJECT: Presentation
Grants Pass Traffic Study

To: W. C. Williams
Deputy State Highway Engineer

Mr. Tom Edwards, Division Engineer; D. W. Schoppert, Engineer Economist; and the writer presented the Grants Pass Traffic Survey to the City Council and the County Court at a public meeting held in the Circuit Court Room of the Josephine Court House at 7:30 P.M., Tuesday, November 22. There were some 250 persons in attendance as the local group had announced this as a public meeting. The interest was considerable considering that there was seating capacity for 125, standing room in the Court Room for about 75 and some 50 stood outside an open doorway in the hall.

County Judge, Raymond Lathrop, presided at the meeting briefly reviewed how the study was started and introduced the writer. The City of Grants Pass was also represented by Mayor Martin and City Manager, John Porter. The writer briefly reviewed the make up of the report and mentioned that there was a section of the report devoted exclusively to parking problems, but would not be reviewed at this presentation.

The Highway Department presentation was augmented by black and white and color slides through use of the Va-Graph projector which was very well received. Each step that went into making up a portion of the factual data was reviewed and the final program was gone over step-by-step both as to type of facility, cost and its function.

At the conclusion of the discussion, lasting about 35 minutes, the meeting was thrown open to a question and answer session, lasting from 8:15 P.M. to 10:00 P.M.

Senator Gene Brown, representing the group along the 3-mile "Miracle Mile" or along US99 south, composed primarily of motel operators, asked a series of questions pivoting primarily around the improvement of US99 south and Proposal No. 7 - The Redwood Extension - to which they objected. This has all been covered previously in correspondence from the Senator to Mr. Baldock and from Mr. Baldock to the Senator. The Senator asked a series of prepared questions, and the answers given to him by the writer or Mr. Edwards are as follows:

November 28, 1955

Question 1: "Upon what does time schedule depend?"

He was advised that the time schedule of the over-all project depends upon the funds available and the ability of the several parties to finance them. It was brought out that the President's highway program that would be before Congress during the next session would in a large part control the construction of the Freeway and the freeing of other Federal funds so that other projects could be considered. He was also told that this was a policy matter which could only be decided by the Chief Engineer and the State Highway Commission.

Question 2: "How much will the desires of local people be taken into consideration by the Highway Department?"

The intent of this question was: will we acquiesce to the views of the motel owners along US99 south in that they do not want freeways and "hotshot highways", but rather they are satisfied with "horse and buggy" highways. This question was answered by stating that the road user was given primary consideration in developing the over-all program, and that the effect of any or all of the projects upon the economy of any individual group or one local group was not considered in developing the program -- the road user and the over-all effect upon him and the State of Oregon was of primary concern.

Question 3: "To whom would negative approaches be addressed?"

That is, to whom would they address their objections to the over-all program. The answer was that such a communication should be addressed to Mr. R. H. Baldock for the State Highway Commission, the City Council or the County Court, depending upon the particular agency responsible. We were sure that the responsible group would give due consideration to any of the objections of the local group and would respond to their request by giving it further study.

Question 4: "Where does the old highway intersect the new line?"

By this he is referring to where does the present Pacific Highway (US99 South) intersect the freeway line if you continued on easterly. He was advised that the first connection would be in either Rogue River or more appropriately at Rock Point.

Question 5: "It is presumed that the plan presumes that the C&OC Railroad is abandoned."

That is correct, that is one of the preambles in the Report and is so stated.

Question 6: "What route numbers would be assigned to old US99 carrying south and east of the City?"

The answer to this was that this particular feature had not been given study as the program was too far in the future, but that recommendations would be made to the Highway Commission and ultimately to the US Route Numbering Committee of AASHO for the extension of US199 to a connection with the Freeway, but whatever route considerations, be they State or Federal, could not be stated at this time but would be given every consideration at a later date when the project is implemented.

November 28, 1955

Question from Audience: "Assume Federal Funds are apportioned, (referring to the Proposed Highway Plan) what money can be spent in the City?"

The response to this question was that this was a policy matter for the Chief Engineer and the Highway Commission and all we could state at this time was that new funds, present or future, were programmed for construction in this area.

Question from Audience: "Assume money were available now, how soon would US99 Freeway be started?"

The answer to this question was the same as the first one. It is a policy matter and involves the programming of funds which was not in our province to comment upon. We also mentioned that we were only making preliminary studies as a survey had not been presented to the Commission and many other considerations lie between adopting the final plan and implementing it.

Question from Bob Courtney, County Commissioner: "How does Caveman Bridge compare with other locations throughout the State with respect to congestion?"

The answer to this was that it is a rather critical thing and is perhaps one of the most congested rural locations on the State Highway System in Oregon. It compares right along with the congestion that exists on the Springfield Bridge. (US126)

Question from Mr. Bassett: "How soon would 7th Street Bridge be constructed if money were available?"

Here again, the answer was the same one we had been using all evening. This was a matter of policy. It was pointed out as was mentioned previously that it was felt that the Highway Department would look with favor upon this project if local interest requested early consideration of this and other projects. They would give them due consideration and would program as funds were available.

Question from Audience: "Will 7th Street Bridge ruin the City Park?"

It was explained in considerable detail that in no wise would the 7th Street structure ruin the City Park - rather would it enhance it because it would allow easy ingress and egress to the park and would make it safer for people to enter the park by 6th Street and to leave it by 7th. The 7th Street structure across the river would be located as far west as feasible so as to maintain as much of the park area for park purposes as possible.

Question from Audience: "Will 6th and 7th Streets Couplet be dependent upon completion of the Caveman Interchange before they're put in?"

November 28, 1955

This question was asked by a Mrs. Pearson, whose husband is a Councilman and owner of the Redwood Motel on 6th Street north of Main. (I found out afterwards that their desire was to leave 6th Street alone and do nothing with 6th and 7th until the interchange was built, thus keeping two-way traffic on 6th as long as possible.) The answer to the question was that the implementation of the couplet need not await the construction of the Caveman Interchange, but could be put in at an earlier date.

Question from Audience: "How are you going to pay for the plan?"

As far as the State was concerned, State and Federal funds would finance the bulk of the projects, that the City was not sure how they would finance but perhaps from current income - John Porter, City Manager, stated that this was the case. He did not know whether they would need bond issues or not, if so, it would be nominal. No comment was made from the County on how this would take place.

Question from Audience: "How long would another study take and how many highways could be built in the interim waiting for a study to be remade?"

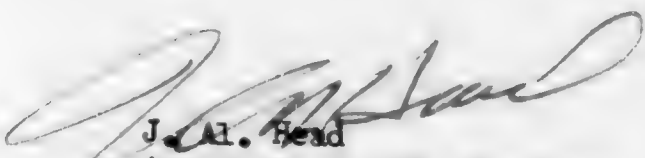
This particular question was not interpreted by the writer in the same manner in which it was asked. The writer presumed that someone in the audience was "heckling" to the end of trying to discredit the whole plan and inferring that it wasn't any good and should be restudied. Well, to this end, as politely as possible, the person asking the question was advised that we didn't feel that it would be appropriate to launch into another study for about 18 months. That it would take about that long for the City, County and State to digest all of the proposals given to them, discuss them thoroughly and study them and then come up with constructive criticisms. If at that time a further study was felt advisable once again we could re-enter into an agreement and give continued study. However, we found afterwards that this question was asked by a representative of the Junior Chamber of Commerce, who is 100% in back of the program, and it was his way of trying to bring out to the some 250 people assembled that if we didn't proceed with this program at the outset and start going forward it would be a long time before we could get a re-study going, there would be delaying tactics and what with one thing and another we might not get anything done. The person asking the question was trying to infer that the Highway Department might take their money elsewhere and spend it at some other location. The writer assured the questioner that the Highway Department has never done such as this in spite or in any other way in a local community, but rather have we sat down and worked out their problems and arrived at a satisfactory solution.

This seemed to care for the principle questions composed by Senator Brown and the local group. I think that they all seemed perfectly satisfied with the answers that were given to them when it was brought out and they thoroughly understood that in no way were any of these projects immediately programmed, rather were they merely a plan to study, to give thought to and that their views when the time came would be heard by responsible governmental authority.

November 28, 1955

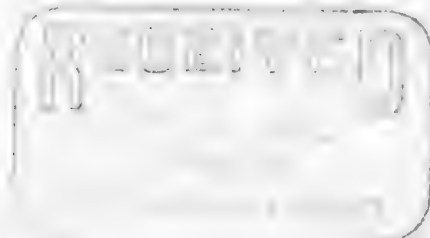
Representative Lloyd Haynes made a statement to the group that the Highway Interim Committee was giving some thought to imposing a two-cent gas tax which would be ear-marked specifically for advance acquisition of right-of-way and would build up a revolving fund. This more or less was an outgrowth of comments by certain people in the area to "What should I do to my property when I plan to improve it. I think the highway is going through here, but I'm not sure." This particular point was answered by the highway contingent to the end that individuals must continue to live their normal lives and if the improvement of the existing property was felt necessary and desirable in their normal pursuits that they proceed in that direction as we did not acquire properties in advance and that when we were ready to acquire and they had made improvements, they would be justly compensated.

The presentation of the Report before the Rotary Club Wednesday noon was pretty much a rehash of the presentation the previous evening and confined itself to 30 minutes and was very well accepted by the local group. I think it could be said in conclusion that the publicity given to this report in Grants Pass papers and on the radio was very, very good. The local citizenry received the report cordially, looked upon the proposals with much favor and I feel that considerable was done to enhance public relations between the local people and the State Highway Department through the conduct of this study and the presentation of the report to them. It is the first such time that we have presented one of these reports to a public group, especially some 250 people, and it was very gratifying the constructive questions that were brought forth during the course of this presentation.


J. Al. Head
Assistant Traffic Engineer

JAH:njs

cc - Forrest Cooper
Tom Edwards



RECEIVED
NOV 21 1955

FOR FILING

11-131(18)
4976

November 18, 1955

Senator Gene L. Brown
205-211 Wing Building
Grants Pass, Oregon

Dear Senator Brown:

In your letter of November 15 you requested an opportunity to appear before the Highway Commission when it is in Grants Pass on November 22, 1955. In reply thereto, advise that the Highway Commission has no plans for a meeting in Grants Pass on November 22 or any other date in the immediate future. However, on November 22 Mr. J. H. Reed, Assistant Traffic Engineer of the State Highway Department, and Mr. Tom Edwards, Division Engineer at Roseburg, will present to the officials of the County of Josephine and the City of Grants Pass and any and all interested citizens the traffic survey of Grants Pass and vicinity which has recently been completed.

This report is an outgrowth of a request of the City of Grants Pass and a subsequent conference between officials of the City, Josephine County, and the State Highway Department wherein the need was expressed for a thorough study of existing and potential traffic volumes in relation to the capacity of existing streets, county roads, and state highways, and for betterment and additions thereto. Perhaps the most outstanding portions of the report are the sections relating to changes in Highways US79 and US199.

The report is being submitted to the City and County officials for their study. Constructive criticism for the betterment of the plan will be welcomed. No time schedules are now available for this construction since it depends upon future availability of federal, state, and local revenues.

Mr. Edwards and Mr. Reed will explain the plan on November 22 and we trust answer many of the questions you have in mind. If you desire further information, please address a communication to the Commission in Salem. The problem of where to locate the traffic interchanges to afford access between adjacent cities and the freeways is a very important matter, and we try to locate them in a manner to afford the greatest benefit to the city and at the same time to afford proper service to the road user, keeping in mind, of course, the matter of the costs involved.

I am sending you, in advance of the release date, a copy of the report.

Very truly yours,

WCW:RHB:me hi

cc Hon. Raymond A. Lathrop
Mr. John F. Porter

E. H. Baldock
State Highway Engineer
Mr. W. C. Williams
Mr. F. E. Crandall

GENE L. BROWN

ATTORNEY AT LAW

205-211 WING BLDG.

GRANTS PASS, OREGON

GREENWOOD 6 2464

November 15, 1955

OFFICES WITH
DONALD F. MYRICK
DONALD H. COULTER

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I am writing to you as attorney for the majority of the owners of property and businesses now located along the present right of way of Highway 99 immediately South of the City of Grants Pass. The particular area is locally referred to as "The Miracle Mile", and extends from the Caveman Bridge on the south city limits of the City of Grants Pass for a distance of approximately three miles.

These people are interested in the proposals of the Oregon State Highway Commission for development of the highway grid system including the location and relocation of Highway 99 and Highway 199.

The same parties have asked that I represent them and appear before your group when it is in the City of Grants Pass on November 22, 1955, for the express purpose of determining the sentiments of the local community relative to the location and relocation of the various highways.

It was my thought that if I was to write to you at this time and explain some of the questions which have arisen in the minds of my clients you would be more able and capable of quoting the facts and figures at the November 22, 1955, meeting.

The project which has been entitled in the tentative list of projects encompassed in the overall plan as Number 7 is of particular interest to these people. As I understand it the 7th project would entail the construction of a new highway bridge near or close to the present location of the C O & C highway bridge, together with a tie-in North of the City of Grants Pass with the relocated Highway 99. The construction and completion of this project would of course, funnel the traffic coming in on Highway 199 from Cave Junction and the Oregon Caves directly through to 99 and thus entirely by-pass the business area of the people whom I represent. As you may know, along the location of

Oregon State Highway Commission
November 15, 1955
Page 2.

Highway 99 South out of the City of Grants Pass, there are numerous business and tourist facilities which represent an investment in excess of a million dollars, which area, if the traffic was entirely by-passed would suffer severe depreciation of value.

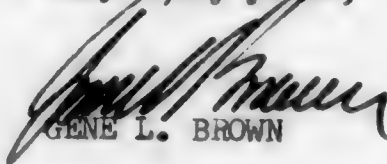
The particular questions relative to this Project Number 7 would be first, when in the contemplated changes to be made would project 7 be initiated and completed, and upon what factors would its initiation and completion depend. Also, what, if anything, would be objectionable to the construction of this third bridge upstream approximately three or four miles and using the present Highway 99 as it runs south out of the City of Grants Pass as the tie-in to the transfer and junction of present Highway 99 and 199 immediately south of the Caveman Bridge. If this proposed tie-in was so located it would still enable the businesses of the people I represent to afford the tourist facilities to the traveling public.

The second matter of prime interests to the people of this area, is the nature and type of tie-in and junction to be constructed immediately south of Caveman Bridge with Highway 199, and the type of junction and tie-in to be afforded at the junction of the presently located Highway 99 South out of Grants Pass and at its point of juncture with Highway 99 as it is relocated between Grants Pass and Gold Hill.

We would further appreciate the opportunity to examine an authentic map of the latest and most recent proposed overall plan of location and relocation of the various highways in and about the City of Grants Pass.

These are the matters that are of particular interest to the group I represent but they, of course, display an active interest in the entire overall program and are looking forward to the opportunity to meet and discuss these matters with representatives of the Highway Commission.

Very truly yours,


GENE L. BROWN

GLB:dh



RECEIVED
OCT 21 1955

FOR FILING

FORM E-30X 27 1/2 2-64 73730
4-131510
4176

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1955

SUBJECT: Presentation of Grants Pass Traffic Study

To: Mr. Tom Edwards
District Engineer
Roseburg

NOTED
W. C. WILLIAMS

Mr. John Porter, City Manager, Grants Pass, called me yesterday and advised that Judge Lathrop of the County Court and Sidney Bassett, Chairman of the Planning Commission, would like to have us meet with them in a public meeting Tuesday evening, November 15, at 7:30 p.m., in the Circuit Court Room of the Court House. They would also like to have us meet with city and county officials at Rotary Club at noon, Wednesday, November 16. At both times we will present the Grants Pass Traffic Study.

As suggested by you in our discussion yesterday, I think it would be advisable if you can have your 1" - 400' aerial available showing the location of the freeway. I will have slides made for the Vo-graph projector and we will figure on about a 30- to 45-minute presentation on Tuesday evening with a question session with the audience. The noon meeting on Wednesday will have to be shortened to 30 minutes.

I will bring with me copies of the Grants Pass study for the city and the county and also for your use.

Will you arrange for accommodations in Grants Pass Tuesday evening for Mr. D. V. Schonert and myself. We will plan on contacting you at your office between 2:00 and 3:00 p.m. on Tuesday, the 15th. If my schedule permits, I plan to return to Salem via US199 and US101 Wednesday afternoon and Thursday.

J. Al. Head
J. Al. Head
Assistant Traffic Engineer

JAH:mg
cc: Mr. R. H. Baldock
Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
OCT 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1955

FOR FILING

FORM E-50R 33/2 8-54 78730
44-176
44-176

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 11, 1955

SUBJECT: Grants Pass Traffic Study

To: R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

At your request Mr. Head of this office, contacted Mr. John Porter, City Manager, Grants Pass on October 10, 1955, and discussed with him the reproduction of the project map in the Grants Pass newspaper. Mr. Head advised him that we had no objections in that the map was correct and would leave the decision entirely up to the City. He also advised Mr. Porter that it might be well to wait until the final report could be at hand and then give a full release on publicity at one time.

Mr. Dave Dayton of the City Planning Commission was in Mr. Porter's office when Mr. Head was talking to him, and he wanted to know when someone could come to Grants Pass to present the report to the Chamber of Commerce and other civic groups. He asked how much notice would be needed. Mr. Head advised Mr. Porter that here again he felt that such a trip should wait until final printing of the report and that a formal presentation could be made at some date after the first of November. Mr. Head further advised that he was not sure as to whether you would wish to make the presentation of the report to the City or if you would care to have him do it as was done in the instance of Medford.

(For) F. B. Crandall
Traffic Engineer

JAH:njs
cc: W. C. Williams
Tom Edwards

RECEIVED
SEP 30 1955

FOR FILING

FORM E-30X 37 1/2 3-54 73730

11-131 (11)
4976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 29, 1955

SUBJECT: US99 Freeway - A Street Section
6th-7th Street One-Way Couplets
Grants Pass

To: MEMORANDUM TO FILE

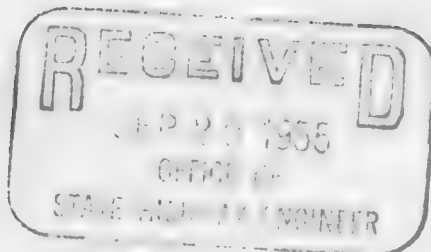
NOTED
W. C. WILLIAMS

I did this date discuss with Mr. R. H. Baldock my letter of September 23 on three alternate proposals for handling traffic between US99 Freeway and the City center from the north. Mr. Baldock approved Plan No. 2 which amounts to a total of some \$663,000, calls for extension of the proposed 6th-7th one-way couplet northerly to US99 Freeway and for two structures (one for 6th and one for 7th) at the intersection of the couplet with the Freeway. This recommendation is being incorporated in the Grants Pass Traffic Study as part of Proposal No. 1.

F. B. Grandall
Traffic Engineer

JAH:ng

cc: W. S. Williams
Forrest Cooper
Tom Edwards



RECEIVED
OCT 1 1955

FOR FILING

66-131 (16)
4176

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 23, 1955

SUBJECT: Alternate Cost Estimates
6th Street-6th, 7th Couplet
Grants Pass

To: R. H. Baldock
State Highway Engineer
Office

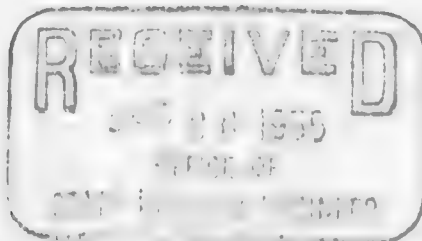
You requested Mr. Head to obtain the estimates of cost to widen N 6th Street from the 56' curb to curb width as contained in the Grants Pass Report, on two alternate basis: 68' curb to curb with 90' right-of-way and the preferred 80' curb to curb with 100' right-of-way. This improvement is applicable between US99 Freeway and Midland Avenue where the present 56' street width starts. Attached is a recapitulation of the costs for this work summarized under Plan No. 1. Also are summarized, two alternate plans, both embodying extension of the 6th-7th one-way couplet northerly to the US99 Freeway from the terminus at Evelyn Street as presently recommended in the Grants Pass Report. I also am attaching sketches of the city showing the three plans.

I concur whole heartedly in your recommendation that a 56' curb to curb city street section is not in the best interests of handling traffic in urban areas. The 68' curb to curb section is better, but I feel that the 80' curb to curb section with sufficient median width to accomodate left-turn refuges is to be desired, if a two-way street is used. Although I did not include it in the above estimates, I did obtain from Mr. Tom Edwards estimates of cost to widen 6th Street from Midland Avenue to Evelyn Street from its present 56' width. The work from Midland Avenue to Evelyn Street, necessary to reconstruct to 68' curb to curb, would cost \$262,000 additional and 80' curb to curb would cost \$527,000 additional.

I recommend to you Plan No. 2, total outlay of some \$663,000, which is only \$21,000 more than the proposal as would be recommended in the Grants Pass Report if the 68' curb to curb section were adopted. Plan No. 2 would be \$70,000 cheaper than an 80' street section. Plan No. 3 would be almost comparable, yet \$7,000 cheaper than the 68' street section; but the greatest benefit to the most vehicles could be affected with Plan No. 2.

I would appreciate an early response from you on your decision so that Mr. Head may proceed with revision on the Grants Pass Report.

JAH:ns
cc: Forrest Cooper



F. B. Crandall
F. B. Crandall
Traffic Engineer

Plan No. 1

Connect couplet in the vicinity of Evelyn Street with improved
6th Street and with one structure interchange with Freeway:

Alternate Improvements 6th St-US99-Midland Ave.

		<u>56'c-c/60'r/w</u>	<u>68'c-c/90'r/w</u>	<u>80'c-c/100'r/w</u>
6th Street	4-lane	\$102,000	\$198,000	\$289,000
7th St & Connect.	2-lane	115,000	115,000	115,000
Interchange		<u>329,000</u>	<u>329,000</u>	<u>329,000</u>
		\$546,000	\$642,000	\$733,000

Plan No. 2

Full length couplet 6th and 7th with two structure interchange
with Freeway:

6th Street	2-lane	\$ 63,000
7th Street	2-lane	243,000
Interchanges		<u>357,000</u>
		\$663,000

Plan No. 3

Full length couplet 6th and 7th connected just south of Freeway
with one structure interchange:

6th Street	2-lane	\$ 63,000
7th Street	2-lane	243,000
Interchange		<u>329,000</u>
		\$635,000



PLAN NO. 1

Alternate Improvements 6th St-US99-Midland Ave.
56'c-c/60'r/w 68' c-c/90'r/w 80'c-c/100'r/w

6th Street	4-lanes	\$102,000	\$198,000	\$289,000
7th St & Connection	2-lanes	115,000	115,000	115,000
Interchange		<u>329,000</u>	<u>329,000</u>	<u>329,000</u>
		<u>\$546,000</u>	<u>\$642,000</u>	<u>\$733,000</u>

[illegible]

Full length Couplet--With two structure Interchange

6th Street	2-lane	\$ 63,000
7th Street	2-lane	243,000
Interchange		<u>357,000</u>
TOTAL PLAN NO. 2		<u>\$663,000</u>

This is a detailed black and white map of the city of Eugene, Oregon. The map shows the city grid, major roads, and the Rogue River. The city grid is centered around the Rogue River, which flows from the northwest to the southeast. Major roads include the Pacific Highway (U.S. 99) running north-south and the Oregon Coast Highway (U.S. 101) running east-west. The map also shows the city limits, surrounding areas, and various landmarks. A north arrow is located in the upper left corner, and a scale bar is in the upper right corner. The map is oriented with North at the top.

Connect Couplet just south of Freeway--Use one structure
Interchange

2-lane
2-lane

\$ 63,000
243,000
329,000

\$635,000

RECEIVED
SEP 20 1955

FOR FILING

FORM 530-SOM-10-54-79485

11-131 (11)
4776

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1955

NOTED
W. G. WILLIAMS

SUBJECT: Grants Pass Traffic Study
Conference with City Officials

To: W. C. Williams
Deputy State Highway Engineer
Office

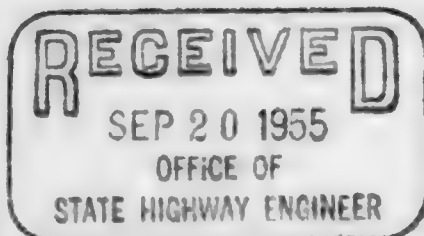
This is to advise that Mr. Head did on Monday, September 19, call Mr. John Porter, City Manager of Grants Pass and advised him that Mr. Baldock had reviewed the Grants Pass Study and that we were reinvestigating a couple of items and would be ready to review the report with him next week. To this end, Mr. Head has arranged a meeting for Thursday, September 29 at 1:00 P.M. in this office for the following people:

Mayor Robert C. Martin
Planning Commission Chairman, Fred Dayton
County Judge Raymond A. Lathrop
City Manager John Porter
City Engineer Robert B. Laureen

The meeting was scheduled for the 29th with the hope that you or Mr. Baldock, or both, would be in the office at that time for we are quite sure the City Officials will wish to discuss briefly with one or both of you gentlemen certain aspects of the report after we have gone over it in some detail with them.

I might mention that Mr. Baldock felt that the 56' street section that was being recommended for North 6th Street from Savage north to the freeway was inadequate and should be a minimum of 68' or preferably an 80' street, requiring 90 and 100 feet of right-of-way respectively. We have called Mr. Edwards, and his office is obtaining alternate estimates. Mr. Head advised Mr. Baldock that such alternate estimates would in all probability make the extension of the 6th and 7th couplet northerly to the freeway a more desirable project. Mr. Baldock advised Mr. Head to confer with him further as soon as the estimates are available. This is the only point remaining to be resolved in the report.

We are this date starting to prepare copy for final printing. We are endeavoring to have this information available for distribution by November 1st. Mr. Head advised Mr. Baldock Saturday that every effort would be made to have the report out by the 15th of October, but vacation schedules in the multi-lith section necessitated extending this time.



JAH:ns
cc: R. H. Baldock
Forrest Cooper

F. B. Crandall
F. B. Crandall
Traffic Engineer

RECEIVED
APR 6 1955

FOR COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 4, 1955

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mr. L. F. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

NOTED
W. C. WILLIAMS

Attention: F. A. Bartlett

Dear Sir:

In conjunction with a traffic survey of Grants Pass, we would like to develop cost estimates for grade crossing protection in that city. Would you please prepare estimates of costs for (1) flashers, and (2) drop gates for the following crossings:

Booth Street
Fourth Street
Mill Street
Seventh Street

We are considering the advisability of a one-way couplet through the city utilizing Sixth and Seventh Streets, therefore, in preparing the estimates for Seventh Street please do so as though Seventh Street were operating as a one-way street northbound.

We would also like cost estimates for revision of the existing flashing signals at the Sixth Street crossing to care for one-way operation southbound on that street.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By

F. A. Crandall
F. A. Crandall
Traffic Engineer

bc: W. C. Williams ✓

RECEIVED

JUN 7 1955

FOR FILING

FORM 530-50M-4-54-7488
11-151 (10)
4176

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 1, 1955

SUBJECT: Alternate Plans
Northerly Connection
Pacific Highway Freeway
Grants Pass

To: W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Attached are three alternate plans for connecting the proposed Sixth-Seventh Avenue one-way couplet in Grants Pass northerly to the Freeway in the vicinity of Orchard Avenue.

Plan No. 1 calls for discontinuing the one-way couplet just north of Manzanita and connecting it to Sixth Avenue at Savage Street and utilizing the present four-lane highway from Savage Street to the north city limits and then widening to four lanes from the north city limits to the Freeway. Such plan is estimated to cost \$539,000 total and from an over-all capacity standpoint will handle the anticipated traffic load to 1975. However, with the lack of access control along Sixth Avenue, accidents will continue and in time tend to plague us with continual investigation of the section trying to develop remedial measures to improve the flow of traffic.

Plan No. 2 calls for the extension of the one-way couplet northerly to an intersection with the Freeway and traffic-wise is a very desirable plan, in that it eliminates conflicts as would arise in Plan No. 1 and would more than handle traffic volumes to 1975 and beyond. It is very desirable, costing \$663,000, and could well be implemented with one change as recommended in Plan No. 3.

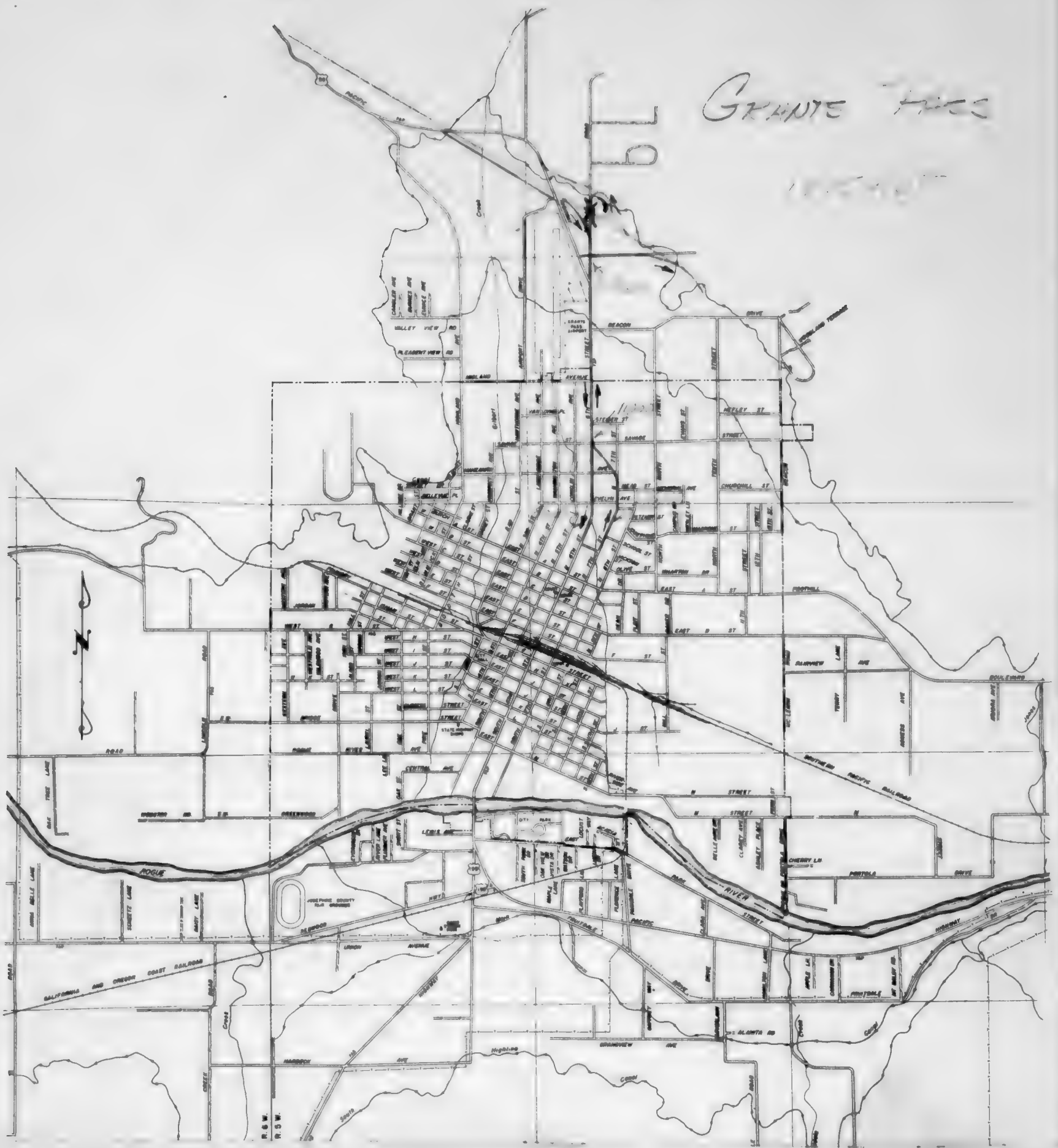
Plan No. 3 is essentially the same as Plan No. 2 except that one structure is called for in the interchange between the Pacific Highway Freeway at the north entrance to Grants Pass. This plan calls for vehicles northbound on Seventh Avenue and destined north on the Freeway to travel approximately two additional blocks in negotiating this particular maneuver over Plan No. 2. Notwithstanding this additional two blocks of travel, the saving of some \$28,000 is felt advisable and it is recommended that Plan No. 3 be adopted. The cost is \$635,000.

These plans have been reviewed with Mr. Forrest Cooper and Mr. Tom Edwards. Both favor quite strongly the extension of the Sixth-Seventh Avenue couplet to the Freeway. The reason for presenting this to you at this time, rather than in the normal course of presenting the Grants Pass Traffic Survey to you, is that certain rights of way are presently being acquired in the vicinity of the proposed traffic interchange and the ultimate plan to be adopted will make some difference in the right of way that is presently acquired notwithstanding that the one-way couplet might not be implemented for some time to come. Your recommendation on this would be appreciated.

Attachment
JAH:jr/ph
cc - H. C. Smith
Tom Edwards

RECEIVED
APR 4 1955
OFFICE OF
GENERAL ENGINEER

F. B. Crandall
Traffic Engineer



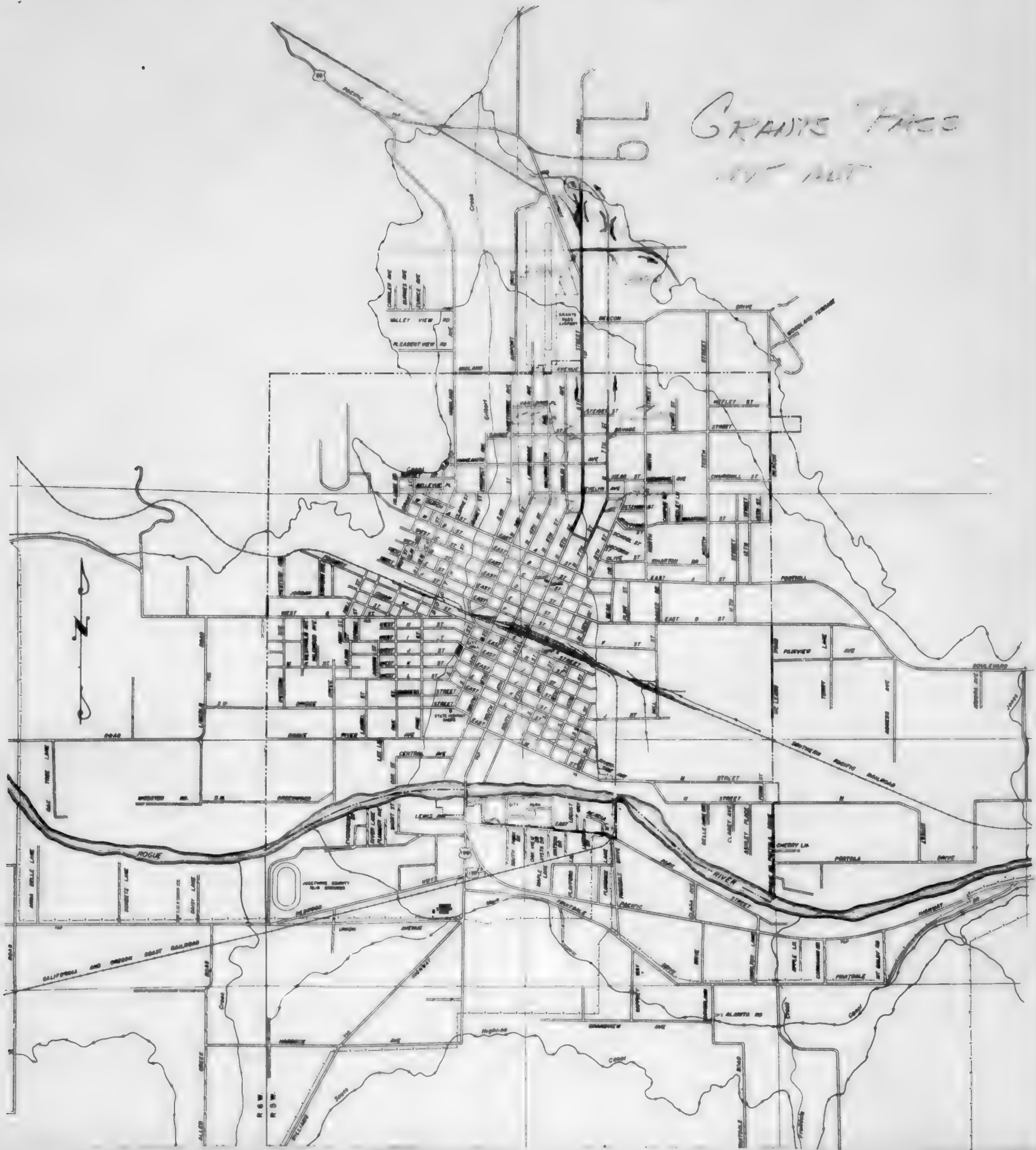
PLAN NO. 1

Connect Couplet in vicinity of Savage Street—With one structure Interchange

6th Street	4-lane	\$102,000
7th Street and Connection	2-lane	108,000
Interchange		<u>329,000</u>

TOTAL PLAN NO. 1

\$539,000



GRANTS, N.M.
1935

PLAN NO. 2

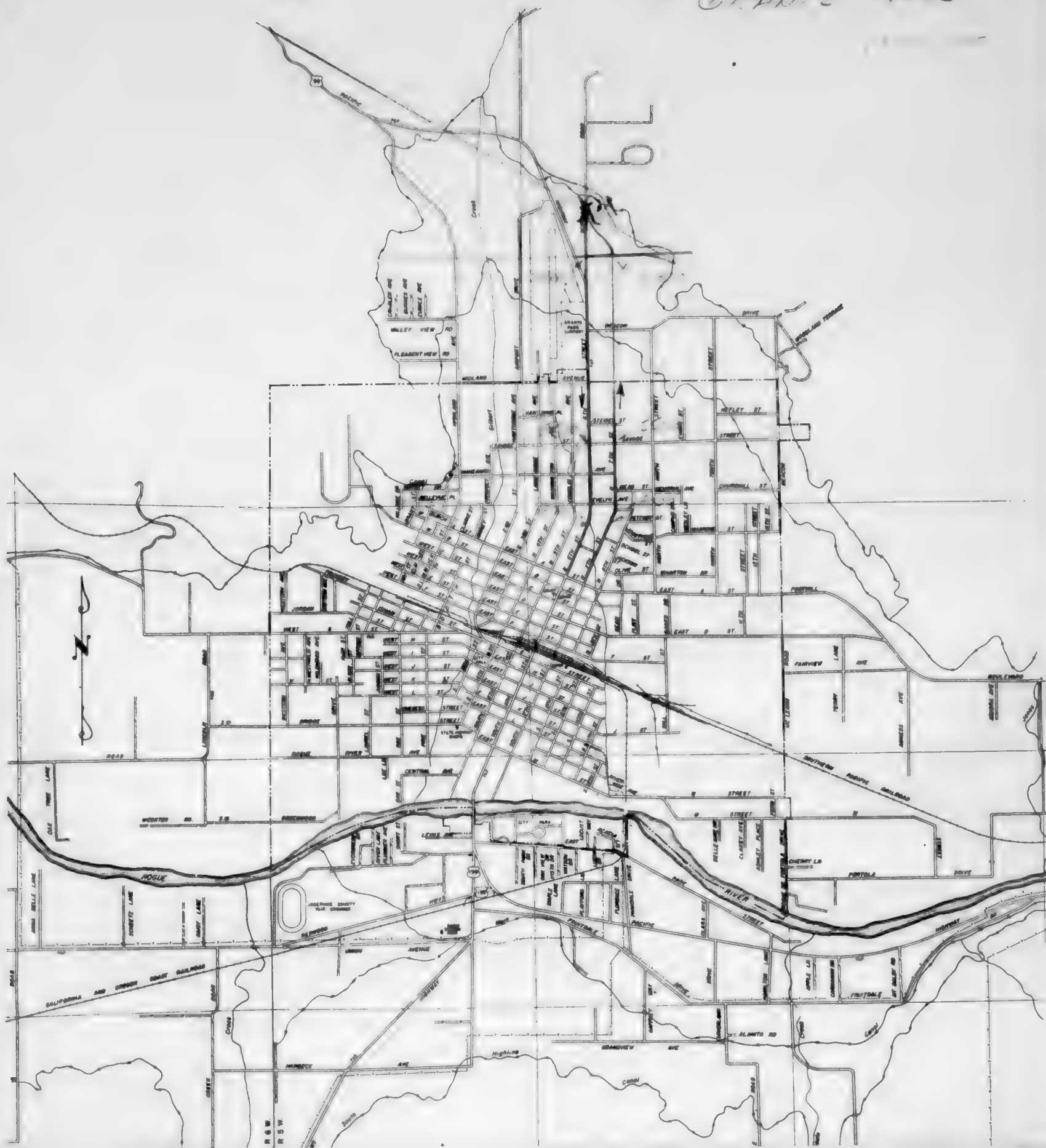
Full length Couplet--With two structure Interchange

6th Street	2-lane	\$ 63,000
7th Street	2-lane	243,000
Interchange		<u>357,000</u>

TOTAL PLAN NO. 2

\$663,000

GRANITE HALL



PLAN NO. 3

Connect Couplet just south of Freeway--Use one structure
Interchange

6th Street	2-lane	\$ 63,000
7th Street	2-lane	243,000
Interchange		<u>329,000</u>

TOTAL PLAN NO. 3

\$635,000

RECEIVED
AUG 16 1954
FOR FILING

44-131(18)
4976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1954

SUBJECT: Grants Pass Traffic Study

To: W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

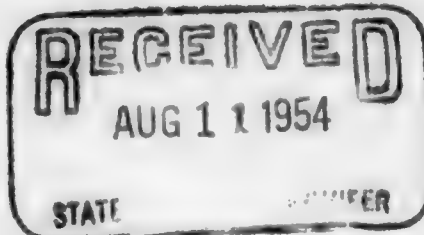
Mr. John Porter, City Manager, Grants Pass, called me yesterday and asked if I would be available to talk to the Rotary Club in Grants Pass at a noon meeting on September 1 and to meet in the evening of September 1 with the City Council, on both occasions discussing the Grants Pass Traffic Survey--progress made to date, scope of the study, et cetera. I advised him that insofar as I knew, I could keep the appointment. Will you kindly advise if this meets with your approval.

Any comments made would, of necessity, have to be very general as the only work we have completed to date is the taking of traffic counts. Over and above this phase of the work, I would have to talk in terms of what we intend to do and the type of information that would be included in the final report.

J. Al Head
J. Al Head
Assistant Traffic Engineer

JAH:as

*Copy made & filed
in file*



GRANTS PASS TRAFFIC STUDY
Suggested Outline of Report

A. General

1. Frontispiece
 - a. Aerial view of Grants Pass
2. Table of Contents - List of Tables, et cetera
3. Map of State "pin-pointing" Grants Pass
4. Foreword - Purpose & Scope

B. Summary of Findings

1. Listing of salient points of data

C. Recommended Plan

1. Arterial streets
2. Advisability of one-way grid
3. Caveman Bridge
4. US99 Freeway

Note: Show map, cost estimates and brief discussion of each.

D. Economic Factors

1. Land Use
 - a. Map and discussion
2. Population Trends
 - a. Grants Pass and Josephine County
 - (1) Graph and discussion
3. Traffic Trends
 - a. Grave Creek recorder - 6th & H Streets
 - (1) Graph and discussion

4. Other Trends

E. Traffic Volume Data

1. Traffic Flow Map of existing arterials
2. Traffic Flow - Central Business District
3. Affect of one-way operation
4. By-Passable Traffic Data - Map and Discussion

F. Accident Analysis

1. Accident Statistical Summary - 1953 - (54)
2. Accident Spot Map
3. Accident Rate Map
4. Worst Corner List

G. Application of Factual Data

1. Develop a plan to provide the following:
 - a. Relief for Sixth Street
 - b. Caveman Bridge
 - c. County Roads
 - d. City Streets
 - e. Present and Future State Highways (Also US99 Freeway)
 - f. Preference Stops
 - g. Worst Corner Correction
2. Design Standards
3. Cost estimates for projects

Note: Support all recommendations with Traffic, Accident, and Economic Data.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 10, 1954

SUBJECT: Assignment #4813

To: Mr. W. C. Williams
OFFICE

REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO

Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are four copies of an agreement between the State, City of Grants Pass, and Josephine County covering the proposed traffic survey in Grants Pass and vicinity. Also attached is a resolution authorizing the Mayor and City Auditor to enter into the agreement.

Three copies of the agreement have been executed by the city and county and are now ready for presentation to the Highway Commission.

This completes Assignment #4813.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
John D. Graham
Office Engineer

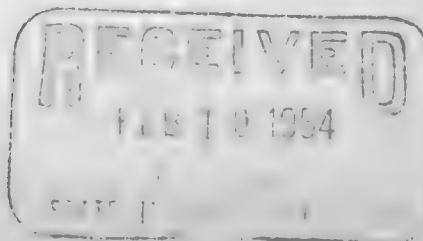
JDG:MM
Att.

cc: J. Al Head

AFTER REPLY TO THIS LETTER

DATE 12-10-53 Minute page 35*W. H. H. H.*

BOK:MM



RECEIVED

FOR FILING

FORM E-30 25M 9-51 52315

16-131(18)
4976

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
February 9, 1954

Mr. C. H. Maison
Chief Accountant

To:

SUBJECT:

NOTED
W. C. WILLIAMS

Attached are warrants from the City of Grants Pass and Josephine County, each in the amount of \$2,000, representing their share in the cost of the proposed traffic survey to be made in Grants Pass and vicinity.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

cc: Floyd Query
W. C. Williams

RECEIVED

10-131(18)

NOTED

W. C. WILLIAMS 4-176

OREGON STATE HIGHWAY DEPARTMENT

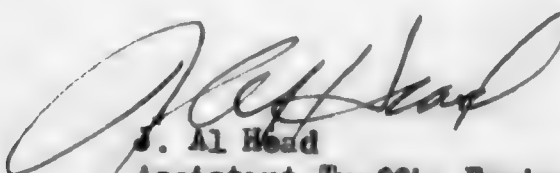
Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
February 3, 1954Major Directional Desire Lines Chart
Grants Pass

SUBJECT:

To: Tom Edwards
Division Engineer, Division III
Roseburg

Attached are two copies of Major Directional Desire Lines Chart and tabulation of the Distribution of Vehicular Traffic in the Grants Pass area. These data are as developed from our 1953 License Recording O-D Study. They will ultimately be incorporated in a report to be prepared for the City of Grants Pass and are not for general distribution to the public at this time.

It was felt that this information would be of value to you in the study of your arterial highway plans in this vicinity.


J. Al Head
Assistant Traffic Engineer

JAH:as

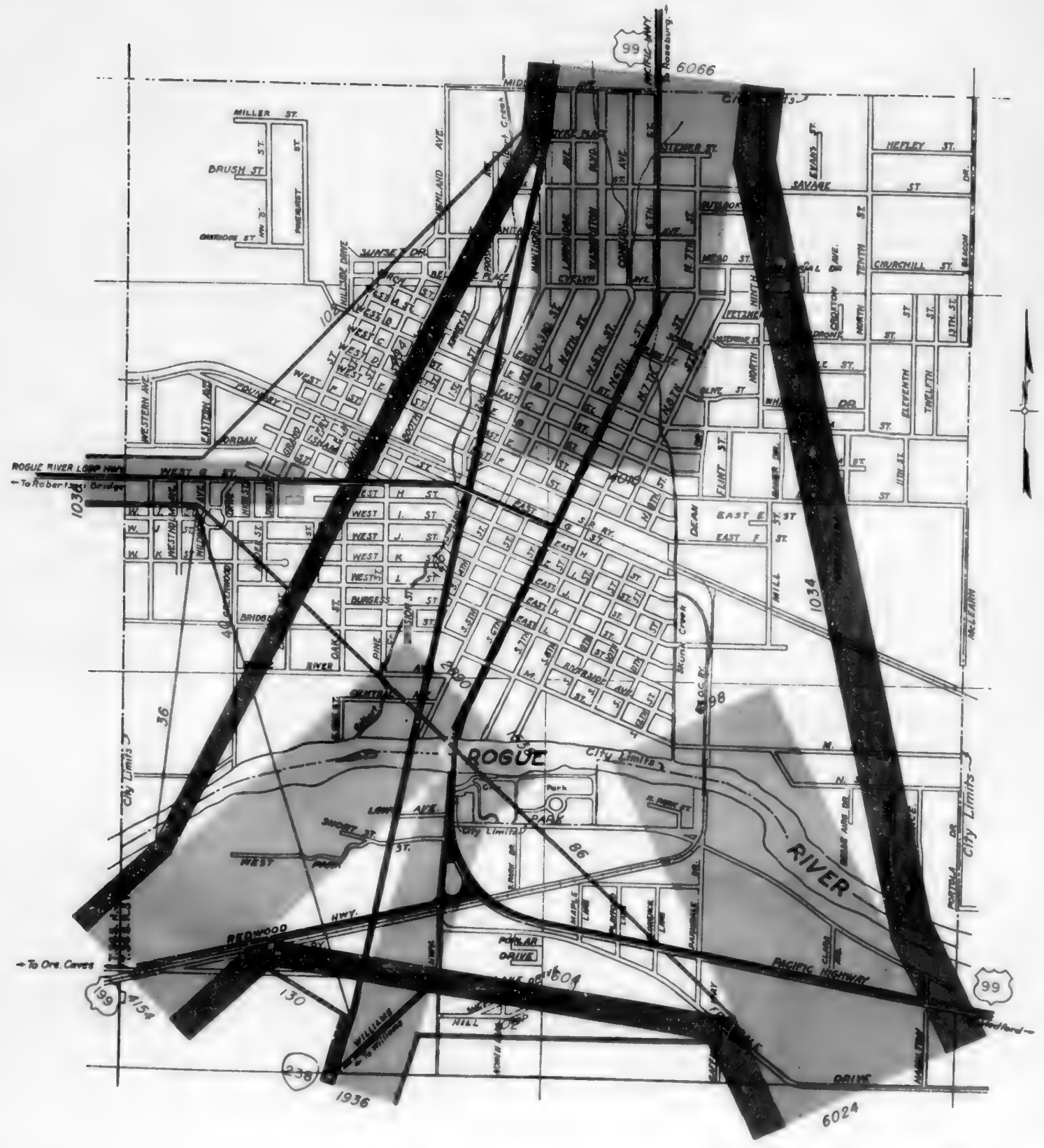
Attachment

cc - W. C. Williams ✓
H. G. Smith
E. M. Booth

OREGON STATE H
Traffic Engin
Planning Su

GRANTS PASS LICENS
1953 AVERAGE

MAJOR DIRECTIONAL DESIRE LINES



LEGEND
State Highways
Local Traffic
Thru Traffic

HIGHWAY DEPARTMENT
Engineering Division
Survey Section

FIELD RECORDING O-D STUDY
DAILY TRAFFIC

DISTRIBUTION OF VEHICULAR TRAFFIC
BY MOVEMENTS AND TYPE OF VEHICLE

<u>Movement in Both Directions</u>	<u>Light Vehicles</u>	<u>Other Vehicles</u>	<u>Total Vehicles</u>	<u>%</u>
US99 North of Grants Pass (M.P. 277.17)				
To Grants Pass Area	3800	510	4310	71
To Rogue River Loop Highway	100	2	102	2
To US199 (Redwood Highway)	460	34	494	8
To ORE238 (Williams Highway)	100	26	126	2
To US99 South of Grants Pass	908	126	1034	17
Total	5368	698	6066	100
Rogue River Loop Highway (M.P. 190)				
To Grants Pass Area	1004	32	1036	79
To US199 (Redwood Highway)	36	0	36	3
To ORE238 (Williams Highway)	40	0	40	3
To US99 South of Grants Pass	84	2	86	7
To US99 North of Grants Pass	100	2	102	8
Total	1264	36	1300	100
US199, Redwood Highway (M.P. 39.74)				
To Grants Pass Area	2516	374	2890	69
To ORE238 (Williams Highway)	112	18	130	3
To US99 South of Grants Pass	538	66	604	15
To US99 North of Grants Pass	460	34	494	12
To Rogue River Loop Highway	36	0	36	1
Total	3662	492	4154	100
ORE238, Williams Highway (M.P. 1.85)				
To Grants Pass Area	1366	172	1538	79
To US99 South of Grants Pass	94	8	102	5
To US99 North of Grants Pass	100	26	126	7
To Rogue River Loop Highway	40	0	40	2
To US199 (Redwood Highway)	112	18	130	7
Total	1712	224	1936	100
US99 South of Grants Pass (M.P. 280.53)				
To Grants Pass Area	3730	468	4198	70
To US99 North of Grants Pass	928	126	1054	17
To Rogue River Loop Highway	84	2	86	1
To US199 (Redwood Highway)	538	66	604	10
To ORE238 (Williams Highway)	94	8	102	2
Total	5354	670	6024	100

1/ Includes passenger cars, panels and pickups.

RECEIVED
FOR FILING

10-121 (12)
4476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 22, 1953

NO. 12
W. C. WILLIAMS

C. W. Enfield
To: Chief Counsel
Office

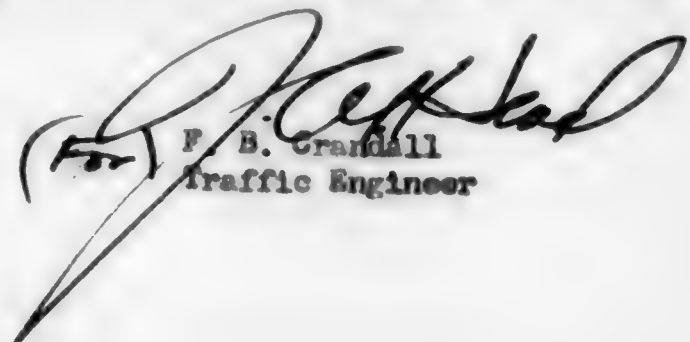
SUBJECT: Request for Preparation of
State-City-County Agreement
Grants Pass Traffic Study

The State Highway Commission at its meeting of December 10th and 11th considered and approved the State Highway Department's participation in a Traffic Study in and adjacent to Grants Pass. Will you kindly prepare the necessary agreement covering this work. The agreement will be similar to the one which your Mr. Reader prepared for the City of Roseburg and transmitted to Mr. Williams on October 14th. The following items should be included in the agreement:

1. A study of arterial streets, county roads and State highways not only within, but adjacent to the City of Grants Pass are to be studied looking to development of an integrated program:
 - (a) Of developing an arterial street plan with preference stops.
 - (b) Of relieving traffic congestion in the central business district.
 - (c) Of integrating any proposed arterial street and county road system that may develop with the State Highway Department's proposed By-pass for US99.
 - (d) Of developing a comprehensive traffic signal system for the entire city.
 - (e) Of the advisability to establish one-way street couplet for State highway or other routings.
 - (f) Of the solution for the congestion existing at Cave Man Bridge on US99.
2. The total cost of the study is estimated to be \$6,000, the cost to be borne equally by all three parties. To wit: Josephine County \$2,000, City of Grants Pass \$2,000, State Highway Department \$2,000; the City and County to each return with the signed agreement their certified check in the amount of \$2,000.
3. The work is to be performed by the State Highway Department and the report printed and made available to the City and the County by March of 1955.

It will be appreciated if you would prepare and return eight copies of this agreement covering the above through Mr. Williams.

JAH:jr/as
cc - W. C. Williams ✓
J. W. Cattrall


F. B. Crandall
Traffic Engineer

RECEIVED
JAN 6 - 1954
FOR FILING

12/10/53
4e

U-13141W
4976

December 22, 1953

Hon. Robert A. Lathrop
County Judge
Josephine County
Grants Pass, Oregon

Dear Judge Lathrop:

I hand you herewith a copy of a letter directed to Mr. John F. Porter, City Manager of the City of Grants Pass, regarding a proposed survey of traffic conditions in and around Grants Pass to be paid for equally by the City, Josephine County, and the State Highway Department.

You will be pleased to know that the Highway Commission at its last meeting authorized the Engineer to conduct such survey on the condition that each of the participating parties will pay one-third of the total cost of the work, which is estimated at \$6,000.

Extending to you the best of the season's greetings,
I remain

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Att.

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



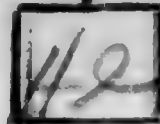
OREGON
STATE HIGHWAY DEPARTMENT

SALEM

November 23, 1953

AGENDA

DEC 10 1953



R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Oregon State Highway Commission

Settlement

The City of Grants Pass and the County Court of Josephine County have requested that a complete traffic survey study be made of Grants Pass and its suburban areas. The County and the City each agreed to pay one-third of the cost of such a survey.

We have estimated that a survey of this type would cost \$6,000, which would mean an apportionment of cost of \$2,000 each to the State, County, and City. This survey would be of very material benefit to the Highway Department as well as to the County and City, and I recommend your approval of our doing the work. If you approve, the Legal Department will draw up the necessary form of agreement to be entered into between the three parties involved.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

54C

City of Grants Pass

ADMINISTRATIVE OFFICES

CITY HALL • FOURTH AND H STREETS

Grants Pass
Oregon

November 5, 1953

Oregon State Highway Commission
c/o Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Gentlemen:

In attempting to find a solution to the many and complex problems involving street location, design and improvement, the official representatives of the City of Grants Pass find that they cannot properly approach such problems without assistance from trained and competent traffic engineers with facilities and services at their command to secure data needed for study.

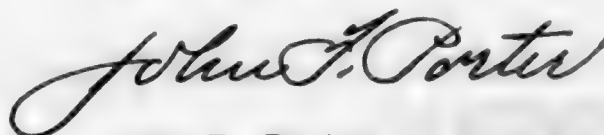
Conferences with the county Court of Josephine County and officials of the State Highway Department have brought us to the conclusion that best results could be obtained if the traffic problem were studied on an area rather than a purely local basis. Such an area study would produce a coordinated program in which each of the three political subdivisions of the State would participate in completion of one plan designed to facilitate the flow of traffic in and around the Grants Pass area.

We are informed that the State Highway Department could make the traffic study and prepare all recommendations necessary for the proper handling of traffic in the Grants Pass area. We are also aware that the State Highway Department has participated in such programs in other areas throughout the state where the political subdivisions effected shared equally in the cost of such traffic studies.

I am authorized by the Common Council of the City of Grants Pass to petition the Oregon State Highway Commission that a study of traffic conditions in and around Grants Pass be made and that the cost of such study be shared equally by the City of Grants Pass, Josephine County, and the State Highway Department.

Your favorable action on this petition will be greatly appreciated.

Yours very truly,



John F. Porter
City Manager

JFP:bjb
c.c. Raymond Lathrop
c/o County Court
Josephine County

U-131018

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 29, 1953

NOTED
W. C. WILLIAMSSUBJECT: Possible Grants Pass Traffic Study
and Route Analysis

To: MEMORANDUM TO THE FILE

The following met in Mr. W. C. Williams' office on Wednesday, October 28,
2:00 P.M.:

Mr. John F. Porter, City Manager of Grants Pass
Mr. Robert C. Martin, Mayor of Grants Pass
Mr. Dayton of Grants Pass

Mr. W. C. Williams, Assistant State Highway Engineer
Mr. J. Al Head, Assistant Traffic Engineer
Mr. V. P. Johnson, Traffic Control Engineer

Mr. Porter lead off the discussion stating that the City had certain problems which were bothering them and would like to have the Highway Department give them help. They were particularly interested in developing an arterial street plan with preference stops. They would like to look to the manner of relieving congestion in the central business district and integrating any arterial street system that may develop with our proposed bypass for US99. They would like to study solution for the congestion existing at Cave Man Bridge. They would like to look to the study of adding additional signals to the system, one-way street possibilities, etc.

During the course of discussion it was concluded that the Josephine County Court should be brought into the picture as all of the area south of the Rogue River was outside the corporate limits of Grants Pass but yet an integral part of the study area. The same was true to a lesser extent of areas west, north, and east of the corporate limits.

A preliminary estimate for the conduct of the study was confined to a study of Grants Pass proper and would cost some \$4,500. If it were extended to embrace the metropolitan area the study would cost some \$6,000. The City representatives were advised that, if the study were conducted jointly by the Highway Commission and the City of Grants Pass, the cost would be shared equally. If the study were extended to include the metropolitan area and the County Court was brought into the picture, the cost would be shared three ways.

MEMORANDUM TO THE FILE

Page 2

October 29, 1953

The City was further advised that if they and the County would formally request the State Highway Commission for the study, Mr. Williams would be pleased to present the matter to the State Highway Commission at its December 10-11 meeting. Thereafter we would proceed to prepare an agreement and would endeavor to start our field work during the spring of 1954, complete our analysis during the summer of 1954, and have the report completed during October of 1954.

The City was given two copies of the Eugene-Springfield area report and were to return to Grants Pass and discuss this with the Council and the County Court and advise Mr. Baldock.


J. Al Head

Assistant Traffic Engineer

JAH:as

cc - W. C. Williams ✓
John Cattrall

S-334(1) Four Corners-Geer Station 1957
#4977 Sec. of the Geer Rd.

INVOICE

NOTED
Harold C. AyersNOTED
John L. McClelland

Oregon State Highway Department

SALEM, OREGON

Contract 4977
S-334(1)Marion County
Salem, Oregon

Attn: County Court

Invoice No. 56556

Date July 22, 1958

Your Req. No.

Billing Request No. 00 424

Credit Distribution: 521-1023-297

NOTED
R. JONES

Final Billing: Four Corners-Cedar Station Section, PAS 739, covered by agreement dated May 17, 1957.

Original advance deposit	50,700.00	
Less amount previously transferred	<u>40,953.62</u>	
Balance in advance deposit fund		9,746.38
County share total cost as per attached statement	44,117.17	
Less amount previously transferred	<u>40,953.62</u>	
Balance		3,163.55
To be retained		46,582.83

ACKNOWLEDGMENT OF RECEIPT

Cash received from _____

For _____

NOTED
Harold C. Ayers

June 19, 1958

Marion County Court
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available on the following county FAS projects and it has been determined that refunds for these projects are due the county in the amounts set after each project.

Contract 4942	FAS 735, Homere Road-McNary Wye Section	\$1,782.39
" 5007	FAS 738, Pudding River & Beaver Creek Bridges	682.14
" 4977	FAS 732, Four Corners-Gear Station Section	6,582.83
Total.		\$9,047.36

Itemized statements for each project are attached.

As per the advice of Mr. Anderson, these refunds are being retained as part of the deposit required in connection with the Browning Avenue-Rosedale Section of FAS 742.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:ma
Att. - 3

cc: Mr. John A. Anderson

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 12/25/57

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Marion

Contract No. 4977

Date June 19, 1958

FAS 739

Section

Four Corners-Gear Station

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.				\$211,260.47
Traffic signs.				76.36
Construction engineering				<u>15,726.51</u>
TOTAL CONSTRUCTION COSTS				\$227,063.34
FEDERAL FUNDS COLLECTED FOR PROJECT.				\$138,829.00

AGREED COUNTY SHARE OF TOTAL COSTS

(50% of difference between total costs and federal funds)

$(\$227,063.34 - \$138,829) \times 1/2 = \$44,117.17$

County advance deposit \$44,700.00

Less county share 44,117.17

REFUND DUE COUNTY. \$ 582.83

JFB:ma

STATE OF OREGON,

To WARREN NORTH ST., INC., Dr.County MarionPostoffice address Portland, OregonHighway Gear Station RoadWork done to Oct. 25, 1957 Contract No. 1977Section Four Corners - Gear StationPrefix No. 524-1083-202(41) Estimate No. 6 Final

ITEM	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	6000.00	100%	6,000.00	6,000.00	-
2. Remove concrete bridge deck	all	1000.00	100%	1,000.00	1,000.00	-
3. Drainage excav., unless.	c.y.	4.00	522.36	2,109.44	2,864.88	-695.44
4. General excav., unless.	c.y.	.40	56,875.1	22,550.04	22,440.48	69.56
5. Short overhead	yd. sta.	.02	158,177.6	3,163.55	3,153.70	9.85
6. Long overhead	C-yd. sta.	.50	4,829.77	2,414.89	2,414.89	-
7. Finishing roadbed & slopes	sq. ft.	750.00	4.03	3,022.50	3,022.50	-
8. 22" arch type corr. metal pipe	l.f.	4.75	124	589.00	589.00	-
9. 9'4" struct. plate pipe arch, 10 ga.	l.f.	60.00	76	4,560.00	4,560.00	-
10. 14'10" str. plate pipe arch 7 ga.	l.f.	100.00	78	7,800.00	7,800.00	-
11. 18" concrete pipe	l.f.	2.10	1,954	4,103.40	4,103.40	-
12. 18" concrete pipe	l.f.	1.25	154	1,925.50	1,925.50	-
13. 24" concrete pipe	l.f.	5.00	100	500.00	500.00	-
14. 30" concrete pipe	l.f.	6.00	172	1,032.00	1,032.00	-
15. 36" concrete pipe	l.f.	7.25	68	503.00	503.00	-
16. 48" concrete pipe	l.f.	21.85	172	3,640.20	3,640.20	-
17. Coarse cr. mat'l, in base	c.y.	2.10	21,173.5	44,462.35	44,462.35	-
18. 3/4"-0 mat'l, in base	c.y.	2.50	4,234.5	10,586.25	10,586.25	-
19. Sprinkling	1/1000	2.50	1,051.1	4,027.75	4,027.75	-
20. Preparation of base	sq. ft.	150.00	4.03	604.50	604.50	-
21. 3/4"-0 mat'l, in binder course	c.y.	4.00	370	1,480.00	1,480.00	-
22. MC-3 asphalt in binder course	ton	40.00	47.40	1,896.00	1,896.00	-
23. Class "B" asphaltic concrete	ton	6.00	10,029.525	60,177.00	60,177.00	-
24. RS-1 asphalt	ton	25.00	4.43	111.65	111.65	-
Force Account				2,441.56	2,441.56	-
Totals				71,860.47	71,876.50	-616.03
% Retained						
Audited and approved by						

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	6000.00	100%	6,000.00	6,000.00	-
2. Remove concrete bridge deck	all	1000.00	100%	1,000.00	1,000.00	-
3. Drainage excav., wallace.	c.y.	4.00	542.36	2,169.44	2,864.08	-695.44
4. General excav., wallace.	c.y.	.40	56,273.2	22,510.08	22,440.48	69.56
5. Short overhead	yd. sta.	.02	158,177.4	3,163.55	3,153.70	9.85
6. Long overhead	0-pd. sta.	.50	4,829.77	2,414.89	2,414.89	-
7. Finishing roadbed & slopes	mile	750.00	4.03	3,022.50	3,022.50	-
8. 22" arch type corr. metal pipe	l.f.	4.75	124	589.00	589.00	-
9. 9'x4" struct. plate pipe arch, 10 ga.	l.f.	60.00	76	4,560.00	4,560.00	-
10. 14'x10" str. plate pipe arch 7 ga.	l.f.	100.00	78	7,800.00	7,800.00	-
11. 18" concrete pipe	l.f.	2.10	1,954	4,103.40	4,103.40	-
12. 18" concrete pipe	l.f.	3.25	354	1,150.50	1,150.50	-
13. 24" concrete pipe	l.f.	5.00	100	500.00	500.00	-
14. 36" concrete pipe	l.f.	6.00	172	1,032.00	1,032.00	-
15. 36" concrete pipe	l.f.	7.25	68	500.00	500.00	-
16. 48" concrete pipe	l.f.	11.05	292	3,460.80	3,460.80	-
17. Course cv. mat'l. in base	c.y.	2.20	31,173.5	68,643.75	68,643.75	-
18. 3/4"-0 mat'l. in base	c.y.	2.50	4,234.5	10,586.25	10,586.25	-
19. Sprinkling	1/2 gal.	1.50	1,051.2	1,577.75	1,577.75	-
20. Preparation of base	mile	150.00	4.03	604.50	604.50	-
21. 1/4"-0 mat'l. in binder course	c.y.	4.00	300	1,200.00	1,200.00	-
22. MC-3 asphalt in binder course	ton	40.00	47.48	1,899.20	1,899.20	-
23. Class "B" asphaltic concrete	ton	6.00	10,023.535	60,177.09	60,177.09	-
24. RS-1 asphalt	ton	55.00	4.43	243.65	243.65	-
Force Account				2,442.56	2,442.56	-

Audited and approved by	Totals	211,260.47	211,876.59	-616.03
Period covered To Oct. 26, 1957	% Retained	-	6,356.30	6,356.30
Items Cont. 1957 - Est. 6 Final	Total Payments	211,260.47	205,520.20	5,740.27

Computed by J. P. Bartlett Checked by

To be paid contractors, this estimate, \$ 5,740.27

h callan

Engineer L. L. MacIntyre

Previous Voucher No. 2404

State Printing

RECEIVED
APR 1 1958

FOR FILING

Geer Station Road
Contract No. 4977

4977

FINAL COST ANALYSIS

Four Corners-Geer Station
Grading and Paving
Warren Northwest Company, Contractor
L. L. MacIntyre, Resident Engineer

NOTED

W. C. WILLIAMS

March 27, 1958

Prefix: 524-1023
Project No. S-334 (1)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Clearing and Grubbing	100%	All	\$ 6,000	\$	\$ 3,394.41	\$ 6,000.00
**Remove Conc. Br. Deck	100%	All	1,000		373.60	1,000.00
**Drainage Excavation	542.36	Cu. Yds.	4.00	3.88	2,106.48	2,169.44
**General Excavation	56,275.1	Cu. Yds.	.40	.33	18,689.57	22,510.04
**Short Overhaul	158,177.6	Yd. Stas.	.02	.018	2,911.45	3,163.55
**Long Overhaul	4,829.77	C-yd. Stas.	.50	.46	2,224.98	2,414.89
**Finish Roadbed & Slopes	4.03	Miles	750.00	652.88	2,631.10	3,022.50
**22" Arch Type CMP	124	Lin. Ft.	4.75	4.44	550.23	589.00
**9' 4" Struct. Plate Pipe Arch, 10 Gauge	76	Lin. Ft.	60.00	60.17	4,572.56	4,560.00
**14' 10" Struct. Plate Pipe Arch, 10 Gauge	78	Lin. Ft.	100.00	100.00	7,804.07	7,800.00
**12" Concrete Culvert Pipe	1,954	Lin. Ft.	2.10	1.76	3,445.42	4,103.40
**18" Concrete Culvert Pipe	354	Lin. Ft.	3.25	2.65	938.70	1,150.50
**24" Concrete Culvert Pipe	100	Lin. Ft.	5.00	4.05	405.52	500.00
**30" Concrete Culvert Pipe	172	Lin. Ft.	6.00	4.63	795.80	1,032.00
**36" Concrete Culvert Pipe	68	Lin. Ft.	7.95	6.87	467.03	540.60
**48" Concrete Culvert Pipe	292	Lin. Ft.	11.85	11.04	3,223.84	3,460.20
*Coarse Crushed Mat'l in Base	31,173.5	Cu. Yds.	2.10	2.07	64,457.85	65,464.35
*3/4"-0 Cr. Mat'l in Base	4,234.5	Cu. Yds.	2.50	2.25	9,513.47	10,586.25
&& Sprinkling	1,851.1	M/gal.	2.50	1.90	3,515.41	4,627.75
*Preparation of Base	4.03	Miles	150.00	114.50	461.43	604.50
*3/4"-0 Mat'l in Binder	300	Cu. Yds.	4.00	3.79	1,137.97	1,200.00
*RC-3 Asph. in Binder	47.48	Tons	40.00	38.44	1,825.21	1,899.20
*Class "B" Asph. Concrete	10,029.515	Tons	6.00	5.72	57,401.41	60,177.09
*RS-1 Asphalt	4.43	Tons	55.00	45.00	199.35	243.65

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*&** Force Account					\$ 2,327.20	\$ 2,441.56
					\$195,374.06	\$211,260.47

	Gross Rev.	Total Cost	Profit	% Profit
*Warren Northwest	\$ 157,234.07	\$143,701.96	\$13,532.11	8.6%
**Jack Robinson & Sons	<u>54,026.40</u>	<u>51,672.10</u>	<u>2,354.30</u>	<u>4.4%</u>
	\$211,260.47	\$195,374.06	\$15,886.41	7.5%

Net Profit Equals 7.5% of Gross Revenue

DETAIL OF COST

Four Corners-Geer Station
Contract No. 4977

LABOR:

Labor	\$37,489.95
Labor Insurance	2,928.52
Health and Welfare	<u>1,167.20</u>
	\$ 41,585.67

MATERIALS:

22" Arch Type Corr. Metal Pipe	124'	At	\$3.15	\$ 390.60
22" Arch Type Corr. Metal Bands	6	"	3.15	18.90
9' 4" Struct. Plate Pipe Arch, 10 Gauge	76'	"	45.02	3,421.52
14' 10" Struct. Plate Pipe Arch, 7 Gauge	78'	"	81.24	6,336.72
12" Concrete Culvert Pipe	1,954'	"	1.10	2,149.40
18" Concrete Culvert Pipe	354'	"	2.20	778.80
24" Concrete Culvert Pipe	100'	"	3.35	335.00
30" Concrete Culvert Pipe	172'	"	3.90	670.80
36" Concrete Culvert Pipe	68'	"	6.00	408.00
48" Concrete Culvert Pipe	292'	"	9.25	2,701.00
Labor for Assembling Structural Plate Pipe				2,221.20
Amt. paid for Base Material	31,173.5 C.Y.	"	9.05	28,212.02
Amt. paid for 3/4"-0 Material	4,234.5 C.Y.	"	1.275	5,398.99
Amt. paid for 3/4"-0 Binder Mat'l	300 C.Y.	"	1.275	382.50
Amt. paid for Class "B" Asph. Concrete	10,029.515 Tons	"	3.80	38,112.16
RC-3 Asphalt, incl. Freight	47.48 Tons	"	32.49	1,542.63
RS-1 Asphalt, incl. Freight	4.43 Tons	"	31.57	139.86
Material used in Force Account				<u>425.26</u>
				\$ 93,645.36

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rentals, Owned	\$23,196.07
Equipment Rentals, Hired	21,942.58
Gas, Oil, and Grease	5,270.46
Bond	1,365.40
P.U.C.	698.05
P.L. and P.D. Insurance	468.62
Small Tools and Misc. Supplies	157.80
Home Office and General Overhead	6,067.64
Move In, Freight and Cartage	970.16
Explosives	<u>6.25</u>
	\$60,143.03
	\$195,374.06

DETAIL OF COSTS

Four Corners-Geer Station
Contract No. 4977

Warren Northwest, Inc.

LABOR:

Labor	\$25,886.25
Labor Insurance	2,057.96
Health and Welfare	<u>796.50</u>
	\$ 28,740.71

MATERIALS:

Amt. paid for Base Material	31,173.5	Cu.Yd.	At	\$ 0.905	\$28,212.02
3/4"-0 Level Course Mat'l	4,234.5	Cu.yd.	"	1.275	5,398.99
3/4"-0 Material in Binder	300	Cu.Yd.	"	1.275	382.50
Class "B" Asph. Concrete	10,029.515	Tons	"	3.80	38,112.16
RC-3 Asphalt Incl. Freight	47.48	Tons	"	32.49	1,542.63
RS-1 Asphalt Incl. Freight	4.43	Tons	"	31.57	139.86
Materials used in Force Account					<u>425.26</u>
					\$ 74,213.42

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rentals, Owned	\$11,036.10
Equipment Rentals, Hired	20,048.61
Gas, Oil, and Grease	3,145.75
Bond	943.40
P.L. and P.D. Insurance	323.58
P.U.C.	375.60
Small Tools and Misc. Supplies	157.80
Home Office and General Overhead	<u>4,716.99</u>
	\$ 40,747.83
	\$143,701.96

Four Corners- Geer Station
Contract No. 4977

DETAIL OF COSTS

Jack Robinson & Sons

LABOR:

Labor
Labor Insurance
Health and Welfare

\$11,603.70
870.56
370.70

\$ 12,844.96

MATERIALS:

22" Arch Type Corr. Metal Pipe	124'	At	\$ 3.15	\$ 390.60
22" Arch Type Bands	6	"	3.15	18.90
9' 4" Struct. Plate Pipe Arch, 10 Gauge	76'	"	45.02	3,421.52
14' 10" Struct. Plate Pipe Arch, 7 Gauge	78'	"	81.24	6,336.72
12" Concrete Culvert Pipe	1,954'	"	1.10	2,149.40
18" Concrete Culvert Pipe	354'	"	2.20	778.80
24" Concrete Culvert Pipe	100'	"	3.35	335.00
30" Concrete Culvert Pipe	172'	"	3.90	670.80
36" Concrete Culvert Pipe	68'	"	6.00	408.00
48" Concrete Culvert Pipe	292'	"	9.25	2,701.00
Labor for Assembling Structural Plate Pipe				<u>2,221.20</u>

\$ 19,431.94

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental, Owned
Equipment Rental, Hired
Gas, Oil, and Grease
Bond
Explosives
P.L. and P.D. Insurance
P.U.C.
Move In, Freight and Cartage
Home Office and General Overhead

\$12,159.97
1,893.97
2,124.71
422.00
6.25
145.04
322.45
970.16
1,350.65

\$ 19,395.20

\$ 51,672.10

FOUR CORNERS-GEER STATION
CONTRACT NO. 4977

REMARKS:

This was a Federal-Aid Secondary project calling for grading and paving of 4.63 miles of highway roadbed on the Four Corners-Geer Station section of the Geer Station County Road in Marion County.

The contract was bid May 17, 1957, awarded June 21, 1957, work started May 27, 1957, and the project was completed October 25, 1957.

Jack Robinson and Sons, grading contractors, subcontracted the clearing, excavation, and all of the culvert pipe. The clearing and Grading started simultaneously, also culvert pipe installation. One D-8 cat and dozer was used on the clearing, two AC-360 scraper units, with one HD-20 for push cat on grading, and one 1/2-cubic yard shovel with backhoe attachment on the drainage excavation and laying of the culvert pipe. A small profit was realized on these items.

The contractor purchased all of the crushed gravel from a commercial crushing plant and the material was hauled with hired trucks and processed with his own equipment. Good progress was made on the hauling and placing of the crushed material.

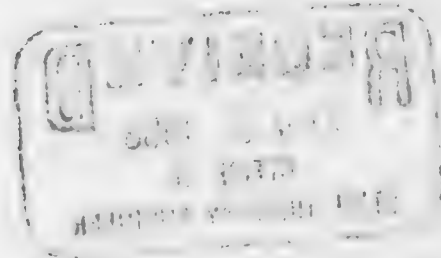
The Class "B" asphaltic concrete was purchased from a commercial plant located in Salem, and hauling by the contractors trucks and placed with one Barber Greene paver and two rollers.

The contractor and the subcontractor had good bid prices, good equipment and supervision, and realized a fair profit.

M. N. Juve
Chief Cost Analyst

by

George Kayser



RECEIVED
DEC 21 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

December 19, 1957

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

4977

6 Final

Warren Northwest, Inc.

29453

H199737

\$ 5,740.27

12-19-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **90 workdays from July 1, 1957**

Time Extensions: **None**
Completion Date: **Oct. 25, 1957**
Date Accepted: **Oct. 31, 1957**
Penalties: **None of record**
Claims: **None of record**
Remarks:

Date: **Dec. 20, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: **DEC 23 1957** *GPA*

NOTED ON CARD

am

RECEIVED
DEC 13 1957

FOR FILING

4477

Dec. 12, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4977 for grading and paving on the Four Corners-Ooar Station Section of the Ooar Station Road in Marion County was completed by the contractor, Warren Northwest, Inc., on Oct. 25, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of \$5,740.27 will be released to the contractor on or after December 23, 1957. The total contract amount is \$211,260.47, of which amount \$2,441.56 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

lms

JUDGE REX HARTLEY
COMMISSIONER ROY J. RICE
COMMISSIONER E. L. ROGERS

PHONE EMPIRE 4-4401

MARION COUNTY COURT
COURTHOUSE
SALEM, OREGON

NOTED
V. R. IONES

November 20, 1957

NOTED
Harold C. Ayers

NOTED
John C. ...

Oregon State Highway Department
Mr. Clarence Swenson
State Highway Building
Salem, Oregon

Dear Mr. Swenson:

The Marion County Court is in receipt of a letter from the engineering department certifying that an inspection has been made of Market Road #22 from Lancaster Drive to Geer Station as improved by the State Highway Department under FAS 739, and stating that the work has been completed in accordance with the agreement between the State Highway Department and Marion County. A copy of the engineer's report to the Court is enclosed herewith for your convenience.

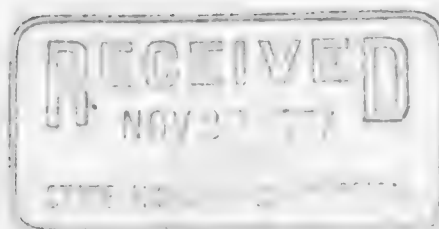
This is to advise that the Marion County Court will assume the maintenance of this road as per agreement between the State Highway Department and Marion County.

Very truly yours,

Rex Hartley
County Judge

RH:jd1
Enc.

NOTED
C. G. SWENSON



JOHN A. ANDERSON, R. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 74
SALEM, OREGON

November 4
1957

C
The Honorable County Court
of Marion County
Courthouse
Salem, Oregon

Gentlemen:

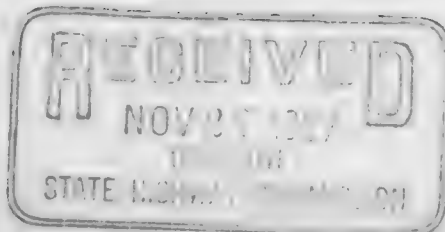
O
Pursuant to your request, this office has made
an inspection of Market Road 22 from Lancaster Drive to
Geer Station as improved by the State Highway Department
under FAS 739.

P
This office certifies that the work done on this
portion of Market Road 22 was done in accordance with the
agreement made between the State Highway Department and
Marion County. I recommend that the County assume main-
tenance of this portion of Market Road 22.

Very truly yours,

John A. Anderson
County Engineer

Y
JAA:ms



RECEIVED
NOV 12 1957

FOR FILING

Nov. 12, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., in connection with Contract No. 4977, for grading and paving on the Four Corners-Ooar Station Section of the Ooar Station Road in Marion County. This payment, in the amount of \$18,709.47, will be released to the contractor on or after Nov. 22, 1957. The retained percentage is \$6,356.30.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

J.M.

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 26, 1957

Section FOUR CORNERS - GEAR STATION Kind of work Grading & Paving
 Highway Gear Sta. Road County Marion Section prefix 524-1023
 Contractor Warren Northwest Inc. Contract number 1977
 Date of contract June 21, 19 57 Specified work days 30 Reg. 7-1-57
 Date work started May 27, 19 57 Work days used 76
 Project authorization \$ 253,778.63 Per cent of time elapsed 24.1 %
 Exclusive of engineering \$ 235,732.15
 Estimated cost of completed project, exclusive of engineering \$ 211,500.00
 Estimated per cent ~~overrun~~ of underrun 10.3 %
 Per cent of contract completed, based on total contract price 100.0 %
 Engineering authorization \$ 18,046.48
 Engineering cost to date \$ 11,287, 72.2 % Date project was completed October 25, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor replaced mail boxes and general cleanup work.

Project complete.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED

OCT 28 1957

Noted

H. N. Juv

NOTED

CE ACE ACE

NOTED

C. E. PAULSEN

Signed

Address L. L. McIntyre 207 Lab. Bldg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.98	4.63			4.63
Miles partially completed	3.98	4.63			4.63
Miles completed	3.98	4.63			4.63
Total estimated quantities (contract)	54,600	37,300			11,000
Total quantities corrected to date	55,336	35,350			10,029
Estimated quantities moved or placed to date	55,336	35,350			10,029
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

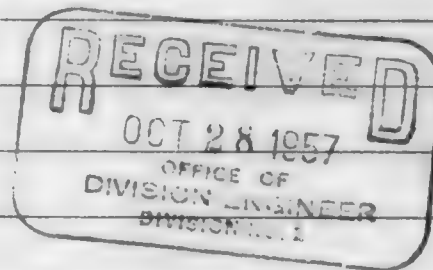
Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Rain		Project complete
Saturday			



RECEIVED
OCT 17 1957

FOR FILING

4977

Salem, Oregon
October 14, 1957

Mr. W. O. Widdows
Sign Engineer
Salem

Advance Warning Signs
Four Corners-Geer Station Section
Geer Station County Road
Federal Aid Project No. S-334(1)

To conform with requirements of the Bureau of Public Roads, it will be necessary to install reflectorized advance warning signs at the grade crossing of the Woodburn-Springfield Branch Line railroad tracks with the Geer Station County Road about 6 miles east of Salem.

The crossing referred to is at Station 235+36 and 235+48 (2 tracks) of the Four Corners-Geer Station Section, Contract No. 4977.

It is our understanding that the railroad company will install two reflectorized cross-bucks in accordance with P.U.C. Order No. 35510, the cost to be paid by the State.

The advance warning signs should be installed before completion of the project, which is estimated to be Nov. 1, 1957. Expense should be charged to Prefix 524-1023. The Federal-aid project is S-334(1).

Forrest Cooper
Deputy State Highway Engineer

RA:ia

cc: J. D. Walker

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. R. SMITH

SUPERINTENDENT

July 10, 1957

911414/323-3

m Product

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper,
Deputy State Highway Engineer

Dear Sir:

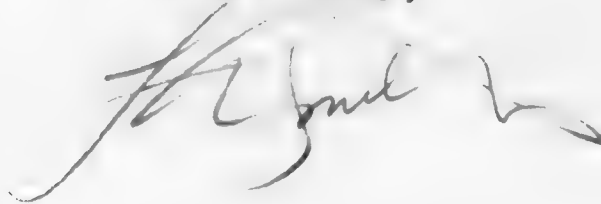
This will acknowledge yours of June 28 in which you advised that you were planning to install your standard scotch lighted aluminum crossing sign at crossing CC-719.1, Woodburn-Springfield Branch, at Geer.

Presume this is in connection with the improvement of Market Road 22 application made by the County of Marion to the Public Utilities Commission. The Public Utilities Commission is holding a hearing on this matter on July 23 in Salem and we will have to wait their order in connection with the matter of signs.

We would prefer to place our own standard sign as we are to maintain the signs and do not wish to have a sign that cannot be replaced. It is understood, however, that the County of Marion will have to stand the expense of these new signs.

Wish to thank you for your offer.

Yours truly,



NOTED
FORREST COOPER



Order #35510

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

F-2581

In the Matter of the Application of)
Marion County, Oregon, for authority)
to alter and widen a crossing at grade)
with the tracks and right of way of)
the Southern Pacific Company east of)
Salem, Oregon, in Marion County, in)
Sec. 26, T. 7 S., R. 2 W., W.M.)
(Market Road 22))

ORDER

The above entitled matter was duly heard on Tuesday, July 23, 1957, at 11:30 A.M., in Room 210, Public Service Building, Salem, Oregon, before David Don, Chief Engineer, representing the Commissioner. The following appearances are of record herein:

Hattie J. Bratzel, District Attorney, Salem,
Oregon

John Anderson, County Engineer, Salem, Oregon
Representing Marion County;

James C. Ingwersen, Attorney, Portland, Oregon
Representing Southern Pacific Company;

J. W. De Souza, Assistant Counsel, Salem,
Oregon
Representing Oregon State Highway Com-
mission.

On May 23, 1957, Marion County, Oregon duly filed its application to alter and widen an existing grade crossing of Market Road 22 with the tracks and right of way of Southern Pacific Company, East of Salem, Marion County, Oregon.

Answer of Oregon State Highway Commission con-
sents to proper order provided the existing crossbuck is
replaced by standard reflectorized crossing signs.

Order #35510

Answer of Southern Pacific Company does not oppose order provided costs of constructing, protecting and maintaining the crossing are borne by Marion County, except that Railroad will alter its existing tracks to equalize grade and maintain its track area and the protective devices at its own expense.

After due notice the matter was set down for hearing at the time and place mentioned herein, the hearing convened, evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The crossing at Market Road 22 in Marion County is designated as No. CC-719.1 in the Commissioner's Catalog of Railroad Crossings in the State of Oregon, is protected by Commissioner's Standard No. 1 crossing sign, and is crossed by the main track of the Woodburn-Springfield Branch and the connecting track of the Geer Branch of Southern Pacific Company.

The alteration of the crossing is necessary and proper for the service, accommodation and convenience of the public in the rapidly expanding suburban area to the East of the City of Salem.

It is impractical at the present time to construct the road above or below the grade of railroad because of the infrequent train movements and the excessive costs of such construction.

The crossing will be improved and widened, which work will be done under the direction of Oregon State Highway Commission engineers as part of a Federal Aid Secondary improvement to Market Road 22.

The grade crossing over the tracks is practically level. The center of the tracks is the center of a 700-foot vertical curve connecting to grades of approximately 1.5 per cent slope on either end of the vertical curve. The existing tracks will be altered to equalize the grade and bring said tracks to the same elevation.

The proposed final grade will improve sight distances at the crossing.

Order #35510

The average volume of vehicular traffic over the crossing is approximately 200 vehicles per day, and it is expected that this traffic count will increase rapidly within the next few years. The volume of train movements for this crossing is four per day.

For the purpose of protecting traffic using the crossing, the existing crossbuck will be removed and there will be installed, at proper locations, two Commissioner's Standard No. 1R reflectorized crossing signs and two standard reflectorized advance warning signs.

The costs of alteration of the crossing, removal of the existing crossbuck, acquisition and installation of the reflectorized crossing signs and advance warning signs will be borne by Marion County and Oregon State Highway Commission in accordance with mutual agreements between the parties.

The costs of equalizing the tracks and maintenance of its track area and the crossing signs will be borne by Southern Pacific Company, and the costs of maintenance of the remainder of the crossing and the advance warning signs will be borne by Marion County.

From the foregoing, it is concluded that the alteration of the crossing at Market Road 22, East of the City of Salem, would provide a safer crossing with better sight distances, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of Marion County, Oregon, for authority to alter and widen a crossing at grade of Market Road 22 with the tracks and right of way of Southern Pacific Company, East of Salem, Oregon, in Marion County, in Section 26, Township 7 South, Range 2 West, Willamette Meridian, is granted; and it is further

ORDERED that the crossing be constructed in a good and workmanlike manner and in conformity as to location grade and angle of crossing with plans and profiles

Order #35510

submitted with the application and by this reference made a part hereof; and it is further

ORDERED that the crossing shall be widened and surfaced for the full width of the traveled portion of the road; and it is further

ORDERED that, for the protection of traffic, the existing crossing sign shall be removed and there shall be installed, at proper locations, two Commissioner's Standard No. 1R reflectorized crossing signs and two standard reflectorized advance warning signs; and it is further

ORDERED that the tracks at the crossing shall be so altered as to equalize the grade and bring said tracks to the same elevation, all at the expense of Southern Pacific Company; and it is further

ORDERED that the costs of alteration of the crossing, and the costs of removal of the existing crossing sign and the acquisition and installation of reflectorized crossing signs and advance warning signs be borne by Marion County and Oregon State Highway Commission as mutually agreed upon between the parties; and it is further

ORDERED that, upon completion of the project, Southern Pacific Company shall, at its own expense, maintain the crossing between the rails and for a distance of two feet outside thereof and the crossing signs; and Marion County shall, at its own expense, maintain the remainder of the crossing and the advance warning signs; and it is further

ORDERED that the designation CC-719.1 be continued and maintained at the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 12th day of August, 1957.

HOWARD MORGAN

Public Utility Commissioner

(OFFICIAL SEAL)

RECEIVED
 Monthly Transaction No. 1957-9-6

Form 2
 (5-29-57)

U.S. DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

Oregon

County
 Marion

Project Report No.
 X-334 (1) 3

FEDERAL-AID PROJECT AGREEMENT

Project No.
 8-334(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

FAS Highway 739 from junction FAS 679 extending east 4.6 miles (Four Corners-Geer Station Section), (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3/6/57	4.6
Other (Specify)		

FUNDS

Estimated total cost of project
 \$ 246,929.10

Federal funds
 \$ 152,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By

Christ Reynolds

Chairman, State Highway Commission

(title)

By

Member, State Highway Commission

By

Member, State Highway Commission

(title)

U.S. DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

By

C. J. Polk

Division Engineer

Date executed by

Division Engineer September 3, 1957

Oregon State Highway Department

Federal Aid Secondary
Project No. S-334(1)

FOUR CORNERS-2.5 MI. STATION SECTION OF THE
CORNER STATION ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 2, 1957

Type Code 6201

Roadway (Sta. 0+11 to Sta. 24+50) (Contract No. 4977)

All Required	Clearing and Grubbing	\$	\$ 6,000.00
All Required	Remove Concrete Bridge Deck		1,000.00
540 cu. yds.	Drainage Excavation, Unclassified	4.00	2,160.00
54,600 cu. yds.	General Excavation, Unclassified	0.40	21,840.00
169,000 yd. sta.	Short Overhaul	0.02	3,380.00
6,300 C-yd. sta.	Long Overhaul	0.50	3,150.00
4.63 miles	Finishing Roadbed and Slopes	750.00	3,472.50
140 lin. ft.	22-inch Arch Type Corrugated Metal Pipe	4.75	665.00
88 lin. ft.	9'-4" Structural Plate Pipe Arch, 10 Gage	60.00	5,280.00
90 lin. ft.	14'-10" Structural Plate Pipe Arch, 7 Gage	100.00	9,000.00
2,000 lin. ft.	12-inch Concrete Pipe	2.10	4,200.00
280 lin. ft.	18-inch Concrete Pipe	3.25	910.00
115 lin. ft.	24-inch Concrete Pipe	5.00	575.00
180 lin. ft.	30-inch Concrete Pipe	6.00	1,080.00
70 lin. ft.	36-inch Concrete Pipe	7.95	556.50
350 lin. ft.	48-inch Concrete Pipe	11.85	4,147.50
31,000 cu. yds.	Coarse Crushed Material in Base	2.10	65,100.00
6,300 cu. yds.	3/4" - 0 Material in Base	2.50	15,750.00
1,400 H-gals.	Sprinkling	2.50	3,500.00
4.63 miles	Preparation of Base	150.00	694.50
380 cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,520.00
60 tons	MC-3 Asphalt in Binder Course	10.00	2,400.00
11,000 tons	Class "B" Asphaltic Concrete	6.00	66,000.00
20 tons	RS-1 Asphalt	55.00	1,100.00
			<u>\$223,481.00</u>
All Required	Flagging (57 1/2% of Contractor's Cost)		1,000.00
	Subtotal		<u>\$224,481.00</u>
	10% Engr. & Cont.		22,448.10
	Total		<u>\$246,929.10</u>

Length of Roadway 4.629 Miles
Cost of Roadway Per Mile \$53,343.94

Federal Funds.....	\$152,900.00
State Funds.....	47,014.50
County Funds.....	47,014.60
	<u>\$246,929.10</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Total Necessary funds have been deposited by Marion County with the Highway
Department.

RECEIVED

JUL 17 1957

MAILING

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY, PLEASE REFER TO

July 10, 1957

611414/

L. R. SMITH
SUPERINTENDENT

4997

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper,
Deputy State Highway Engineer

Dear Sir:

This will acknowledge yours of June 23 in which you advised that you were planning to install your standard scotch lighted aluminum crossing sign at crossing CC-719.1, Woodburn-Springfield Branch, at Geer.

Presume this is in connection with the improvement of Market Road 22 application made by the County of Marion to the Public Utilities Commission. The Public Utilities Commission is holding a hearing on this matter on July 23 in Salem and we will have to wait their order in connection with the matter of signs.

We would prefer to place our own standard sign as we are to maintain the signs and do not wish to have a sign that cannot be replaced. It is understood, however, that the County of Marion will have to stand the expense of these new signs.

Wish to thank you for your offer.

Yours truly,

*Original
to Mr. Probert*

RECEIVED
JUL 1 1957

FOR FILING

Maint
Traffic S
RR

June 28, 1957

Mr. L. R. Smith, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Under authority of Order No. 7058 issued by the Public Utilities Commissioner of the State of Oregon on December 27, 1939, we propose to install reflectorized cross-buck signs and reflectorized advance warning signs at the grade crossing of your Woodburn-Springfield branch with the Geer Station County Road in Marion County.

We propose to install our standard type of cross-buck sign, which consists of scotch lighted aluminum cross arms bolted to a 6"x6"x16' cedar post.

The crossing referred to is at Geer Station 6 miles east of Salem and known by your identification as crossing No. CC-719.1.

May we have your consent to our making this installation with the understanding that the maintenance of the reflectorized cross-buck signs, after installation, will be a responsibility of your company as provided in P.U.C. Order No. 7058 mentioned above.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RA:ia

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 26, 1957

Marion County Court
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of a cash deposit in the amount of \$50,700 in connection with the Four Corners-Geer Station section of FAS 739.

Contract No. 4577 has been awarded to Warren Northwest Inc., and a copy of this contract is enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

cc: Mr. John Anderson

NOTED
C. G. SWENSON

NOTED
COMB. CLERK

RECEIVED

JUN 21 1957

FOR FILING

4977

June 21, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on May 17, 1957 accepted your proposal for grading and paving on the Four Corners-Geer Station section of the Geer Road, east of Salem in Marion County, for the sum of \$223,481 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

This letter is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4977.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By: Floyd Query, Assistant Secretary

cjd
cc - S. H. Probert
Tom Edwards
R. G. Savage (SIAC)

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED

J. Mc C.

JOHN A. ANDERSON, C. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 74
SALEM, OREGON

NOTED.
Harold C. Ayers

June 19
1957

NOTED
John F. Hagemann

Mr. Clarence G. Swenson
County and City Relations Office
State Highway Building
Salem, Oregon

Dear Mr. Swenson:

This letter is to certify that we have obtained the right of way from the PGE Company by deed this morning.

The County Court has received information from the Public Utilities Commission stating that the Southern Pacific Railroad Company will abide by the findings of the Public Utilities Commission concerning the crossing of Market Road 22 and the Southern Pacific tracks at Geer Station.

These above two items will completely wind up all the right of way problem on Market Road 22, State Street from Lancaster Drive to Geer Station.

Very truly yours,



John A. Anderson
County Engineer

JAA:ms



INVOICE
Oregon State Highway Department
SALEM, OREGON

Marion County
 Salem, Oregon
 Attn: County Court

Invoice No. **50832**

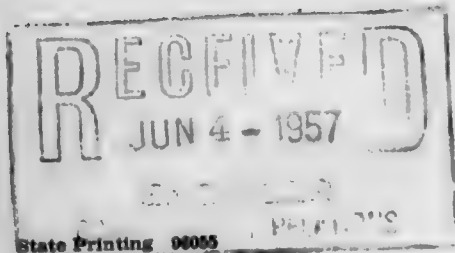
Date **June 3, 1957**

Your Req. No.

Billing Request No. **cc 324**

Credit distribution: **524-2023-297**

Advance Deposit	50,700.00
Partial transfer county's share total costs.	<u>40,700.00</u>
Four Corners-Gear Station Section, PAS 739, covered by agreement dated May, 1957.	
To be retained	\$10,000.00



ACKNOWLEDGMENT OF BILLING REQUEST

JOHN A. ANDERSON, C. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 74
SALEM, OREGON

May 27
1957

NOTED
Harold C. Ayers

Mr. C. G. Swenson
County & City Relations
State Highway Department
Salem, Oregon

NOTED
J. A. Anderson

Dear Mr. Swenson:

Attached herewith are copies of the options for right of way on Market Road No. 22 for the Four-Corners-Geer Station section of an FAS project.

I certify that all options for right of way have been secured, with the exception of the following:

(1) Southern Pacific Railroad Company, #26301. This option will of necessity be held up impending an investigation by the Public Utilities Commissioner concerning the widening of the approach over the Southern Pacific tracks. An application for said widening has been forwarded by Marion County to the Public Utilities Commission. We can do nothing further on this until Commission action. However, it is my understanding that the State Highway Department will receive a tentative "go ahead" if it is vitally necessary.

(2) The Portland General Electric Company, a portion of the Kenneth Wilson property, #26263. This option is up before the Board of Directors of the Portland General Electric, and while the local office has indicated their approval of the option, we will be unable to secure a signed option until after the meeting of the Board of Directors. *within 7 to 10 days*

I trust this information and the attached options are satisfactory to your Department, and that you may proceed with the awarding of the contract.

Very truly yours,

John A. Anderson
John A. Anderson
County Engineer

JAA:ms
Encl.

6/14/57
NOTED
C. G. SWENSON

NOTED
JONES

May 1957

57-57

FAS 739 County Marion Contract No. 497

Section _____

Location _____



57-C-33



57-C-31



57-C-32



57-C-33



57-C-32



57-C-31

RECEIVED
JUN 10 1957

FOR FILING

Salem, Oregon
May 23, 1957

FAS Project Agreement
FAS 739, Marion County

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of a finance agreement and four certified copies of a maintenance agreement with Marion County covering the Four Corners-Gear Station Section of FAS 739 in Marion County.

A fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Marion County Court.

Secretary

rn
Attach

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 10, 1957

SUBJECT: FAS Project Agreements
FAS 739, Marion County

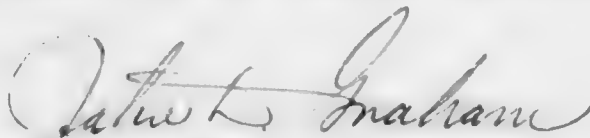
To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Four Corners-Geer Station Section of FAS 739 in Marion County.

Two copies have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 8, 1956.



John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date May 14, 1957

AUTHORIZED BY HIGHWAY COMMISSION

DATE 11-8-56 Minute Page 47

W. B. Seamy
Secretary

May 17, 1957

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

On May 17th a satisfactory bid was received from Warren Northwest, Inc., of Portland for construction of the Four Corners-Geer Station Section of FAE 739. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items		\$223,481.00
Anticipated Additional Items		
Move & Reset Mail Boxes	\$1,100.00	
Flagging (50%)	1,000.00	2,100.00
12-1/2% Engineering & Contingencies		28,197.63
Estimated Total Cost.....		\$253,778.63

County Advance Deposit of 20%..... \$ 50,700.00

Please make this deposit by a check or warrant in the amount of \$50,700 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all required right-of-way has been obtained, a contract will be signed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:ms

cc: Mr. John Anderson, Co. Engr.

*Deposit Recd.
5/28/57*

5-13-57
RESOLUTION

Oregon Project 8-334(1)
PAS 739

WHEREAS, a county road in Marion County, State of Oregon, known as the Geer Station County Road, is routed through the County of Marion, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Marion County, the section adopted for improvement being more particularly described as follows; to wit:

From PAS 679 easterly to a point approximately 0.17 mile east of the railroad tracks at Geer Station, a distance of 4.62 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Marion will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Marion County, Oregon, that no encroachments will be permitted on the county road known as the Geer Station County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Marion County, Oregon, this 13 day of May, 1957.

By:

County Judge [Signature]

County Commissioner [Signature]

County Commissioner [Signature]

ATTEST:

H. C. MATTSON

County Clerk

By G. E. White
Deputy

cc-12(1956)

RECEIVED
MAY 7 - 1957

FOR FILING

2341
4977

May 3, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to assure you that prior to completion of the proposed construction of the Four Corners-Ooar Station Section of the Ooar Station County Road in Marion County, Federal Aid Project No. S-334(1), the State will see that reflectorized cross-back signs and reflectorized advance warning signs are installed at the railroad grade crossing (2 tracks) at Station 235+47 as required by G.A.M. No. 63.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RA:la

NOTED
V. R. JONES

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 2, 1957
Salem, Oregon

SUBJECT: Option
Four Corners-Geer Station
Geer Station Road

To: Mr. C. G. Swenson
Acting City & County Relations Engr.
OFFICE

F45 737

NOTED
John F. Hagemann

L

NOTED
John F. Hagemann

Attached you will find 1 option form in quadruplet covering right of way to be acquired in connection with Four Corners-Geer Station Section of the Geer Station Road in Marion County.

For your information, we have enclosed a copy of "Request for Revision form".

Please have the County return at least a conformed copy of the signed option, executed deed or other instrument in order that the Highway Engineers may be advised of the complete terms of each transaction.

26478 Will S. Jayes

0.06 acre

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 1 option
req. for rev. form

cc: R. L. Porter
cc: Title Dept.

Co. will pick up at office.

NOTED
JOHN D. G. HAN

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 1, 1937

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Dear Sir:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Four Corners-Geer Station Section of FAS 739 upon which bids will be received May 17th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$278,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in this office not later than May 10th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
V. R. JONES

FORM 830-12 1/2 M-8-55-88208

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

May 1, 1957
Salem, Oregon

SUBJECT: Options
Four Corners-Geer Station
Geer Station Road

To: Mr. C. G. Swenson
Acting City & County Relations Engr.
OFFICE

NOTED
John E. Hain

Attached you will find 2 revised option forms in quadruplet covering right of way to be acquired in connection with Four Corners-Geer Station Section of the Geer Station Road in Marion County.

For your information, we have enclosed 2 copies of "Request for Revision Form".

We are attaching 2 sketches covering this area and bearing our date of May 1, 1957.

Please have the County return at least a conformed copy of the signed options, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

26293	John A. & Lucy I. Hain Madison & Della Nichols	0.04 acre
26295	Geo. C. & Selma M. Sherman	0.03 "

To Co.
5/1/57

MM
blr
enc. 2 rev. options

cc: R. L. Porter
cc:

NOTED
C. G. SWENSON

RECEIVED
APR 29 1957
EARL F. SALING
Right of Way Office Manager

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Avers

739

April 25, 1957
Salem, Oregon

SUBJECT: Options
4 Corners-Geer Station
Geer Station Road

NOTED
SINCE A

To: Mr. C. G. Swenson
Acting County & City Relations Engr.
OFFICE

NOTED
John F. Hagemann

Attached you will find 1 revised and 0 original option forms in quadruplet covering right of way to be acquired in connection with 4 Corners-Geer Station Section of the Geer Station Road in Marion County.

File 26442 was formerly a part of file 26263.

Please have the County return at least a conformed copy of the signed option, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We are attaching 1 print of map number 8B-5-2 covering this area and bearing our date of April 25, 1957.

26263	C. Kenneth Wilson	1.01 acres
26442	Portland General Electric Co.	0.77 "

75 Co.
4/26/57

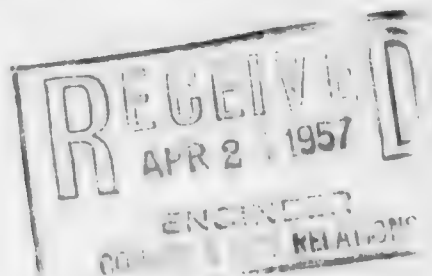
ENS

EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 1 revised and
1 original option

cc: R. L. Porter

NOTED
C. G. SWENSON



NOTED
V. R. IONES

FORM 830-12 1/2 M-8-55-88208

OREGON STATE HIGHWAY DEPARTMENT

NOTED
John F. Hagemann

INTER-DEPARTMENT CORRESPONDENCE

NOTED
NOTED
Harold C. Ayers

April 25, 1957
Salem, Oregon

SUBJECT: Option
Four Corners-Geer Station
Geer Station Road

To: Mr. C. G. Swenson
Acting County & City Relations Engr.
OFFICE

L

Attached you will find 1 revised option form in quadruplet covering right of way to be acquired in connection with Four Corners-Geer Station Section of the Geer Station Road in Marion County.

For your information, we have enclosed a copy of "Request for Revision Form".

Please have the County return at least a conformed copy of the signed option, executed deed or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

26269 Howard R. & Luella K. West 0.13 acre

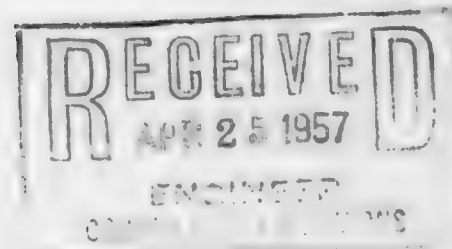
Earl F. Saling
EARL F. SALING
Right of Way Office Manager

*To C
4/26/57*

MM
blr
enc. 1 rev. option

cc: R. L. Porter

NOTED
C. G. SWENSON



NOTED
Harold C. Ayers

April 18, 1957

NOTED
John F. Hagemann

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

Dear Mr. Anderson:

Enclosed are four copies of a revised option form in connection with the Four Corners-Geer Station section of FAS 739. This option has been revised to include an easement for a channel change.

Mr. Cox of your office returned the original option to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 17, 1957

Salem, Oregon

SUBJECT: Option

Four Corners-Geer Station
Geer Station Road

To: Mr. C. G. Swenson
Acting City & County Relations Engr.
OFFICE

L

Attached you will find 1 revised option form in quadruplet covering right of way to be acquired in connection with Four Corners-Geer Station Section of the Geer Station Road in Marion County.

For your information, we have enclosed a copy of "Request for Revision Form".

26297 Geo. and Ida Hain

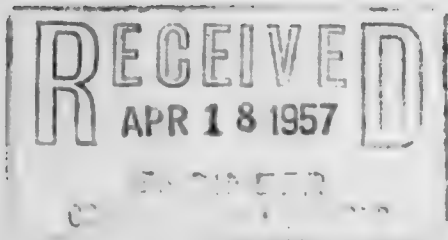
1.2 acres p-1
0.23 " p-2

Please have the County return at least a conformed copy of the signed option, executed deed or other instrument in order that the Highway Engineers may be advised of the complete terms of each transaction.

SAS

EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 1 rev. option
cc: R. L. Porter
cc: Title Dept.



OREGON STATE HIGHWAY DEPARTMENT
Construction Division

Option File Numbers

26297-

To Right of Way Checking Dept.

Request for Revision of:

R/W (☒) St. Pile () Quarry/Gr. Pit () Park () Maint. () Other Request originated by W. Sample Date 4-16-57Request approved by J. Hall Date

Request canceled by Date

Section Four Corners - Geer StationHighway Market Road No 22Unit —County Marion

A revision in the original description of the parcel noted to be purchased is necessary because:

Channel Change Easement Required (temp.)

Files received by Checking Dept.

Date 4-16-57

Description revised by Checking Dept.

Date 4-16-57

Files returned to R/W Dept.

Date APR 16 1957

Copy to:
☒ R/W File ✓
 Edwards
 Porter
 Hall
 Div. Engr. Walker

Delivered to Co. 4/15/57 J.F.H.

FORM 820-12 1/2 M-8-55-00200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 15, 1957

Salem, Oregon

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

SUBJECT: Options
Four Corners-Geer Station
Geer Station Rd.

To: Mr. C. G. Swenson
Acting County & City Relations Engr.
OFFICE

Attached you will find 49 option forms in quadruplet covering right of way to be acquired in connection with Four Corners-Geer Station Section of the Geer Station Road in Marion County. This contract is scheduled for letting May 9, 1957.

Please have the County return at least a conformed copy of the signed options, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We are forwarding, under separate cover, 4 prints of map number 8B-5-2 covering this area and bearing our date of April 9, 1957.

26255	Terrell E. & Arabell E. Atwood	0.05	acres	
26256	Carl T. & Esther M. Holmstedt	0.02	"	
26257	?	0.02	"	
26258	Harold L. & Anna M. Anderson	0.02	"	
26259	Edna B. Sloan (aka Edna B. Gruber)	0.02	"	
26260	Jennie E. Gilham	0.03	"	
26261	Roland E. & Muriel S. West	0.04	"	
26262	Otto J. Wilson, Jr. et al	0.10	"	
26263	C. Kenneth Wilson	1.78	"	
26264	John R. Painter	0.04	"	
26265	Palmer J. & Mabel A. Williams	0.02	"	
26266	Ray A. & Mabel H. Young	0.02	"	
26267	Fred E. & Sylvia L. Northup	0.03	"	
26268	West Food, Inc.	0.06	"	
26269	Howard R. & Luella K. West	0.16	"	
26270	Harlan A. & Hazel L. Wilson	0.23	"	
26271	Viola Harrelson	0.40	"	
26272	Jess & Dorothy Daugherty	0.33	"	
26273	John & Minnie Spranger	0.46	"	
26274	Thomas & Mary Ableidinger	0.36	"	
26275	E. E. & Anna M. Matten	0.92	"	P-1
		2.1	"	P-2
26276	Raymond Roy & Velma M. Faria	1.13	"	P-1
		1.19	"	P-2
26277	Arthur W. & Nadine M. Woolk	0.03	"	

NOTED
JOHN D. C.

26278	A. L. & Ramon Schulz	0.25	acre	
26279	Johanne Schulz	0.16	"	
26280	John Kirscher	0.1	"	
26281	Lloyd Hill, Inc.	0.09	"	
26282	Albert & Viola B. Hershfeldt	0.01	"	
26283	Directors of School Dist. #125 of Marion County	0.03	"	
26284	Nile W. & Pauline A. Hilborn	0.25	"	
26285	J. M. & Lula Nichols	0.09	"	
26286	Henry Ledebur	0.10	"	
26287	Oscar B. & Hilda L. Chapman	0.1	"	
26288	Henry L. & Anna Bahsen	0.11	"	
26289	T	0.01	"	
26290	Arthur A. & Margaret L. Rehb	0.35	"	
26291	Ralph A. & Erma L. Wilson	1.1	kw	P-1
		1.4	"	P-2
26292	J. M. Nickols	0.38	"	P-1
		0.11	"	P-2
26293	John A. & Lucy I. Hain and Madison & Della Nichols	0.06	"	
26294	Madison & Della Nichols	0.5	"	
26295	George C. & Selma M. Sherman	0.15	"	
26296	Eugene & Gertrude M. Hamrick	0.27	"	
26297	Geo. & Ida Hain	1.2	"	
26298	Ray E. Marchand	0.08	"	
26299	Ross C. & Stella M. Pettit	0.15	"	
26300	John L. Eoff	0.2	"	
26301	Ore. & Calif. Railroad Co. (a corp. of Portland, Oregon)	0.04	"	
26302	Charles & Ida F. Johnson	0.42	"	
26303	Earnie Stanley & Laura M. Chittick	0.02	"	

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 49 options
cc: R. L. Porter
cc: E. J. Benner

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
March 13, 1957

Four Corners-Gear Station Section
FAS 739, Marion County

Mr. Tom Edwards
OFFICE

NOTED
J. F. HAGEMANN

The field data for the subject named project conforms with the project as presently proposed by the county. It was initially set up for 8' shoulders and subsequently revised as shown in the plans at the request of the county. Funds in addition to the \$175,000 initially programmed are available as required.

The county is quite anxious to start negotiating right-of-way and anything you can do to expedite preparation of right-of-way descriptions will be appreciated.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mmz'

cc: V. G. O'Neil
Frank Hall

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
MAR 7 1957

FOR FILING

3-4-57

NOTED
W. C. WILLIAMS

8-334(1)
ADDENDUM "A"
4977

FOR THE LOCATION PROSPECTUS, FOUR CORNERS-GEER STATION SECTION,
FAS 739, MARION COUNTY

The following addendum is submitted to revise the prospectus for the above mentioned section. The revision is as follows:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Correct as per original prospectus except that portion regarding the typical roadbed section. The original prospectus called for 8-foot shoulders throughout the entire project. The wide shoulder width increased cost beyond the amount allotted to the project and in order to decrease the cost to the allotted money, the shoulder width has been decreased to that shown on the enclosed typical section.

Paragraphs 5 through 9: Correct as per the original prospectus.

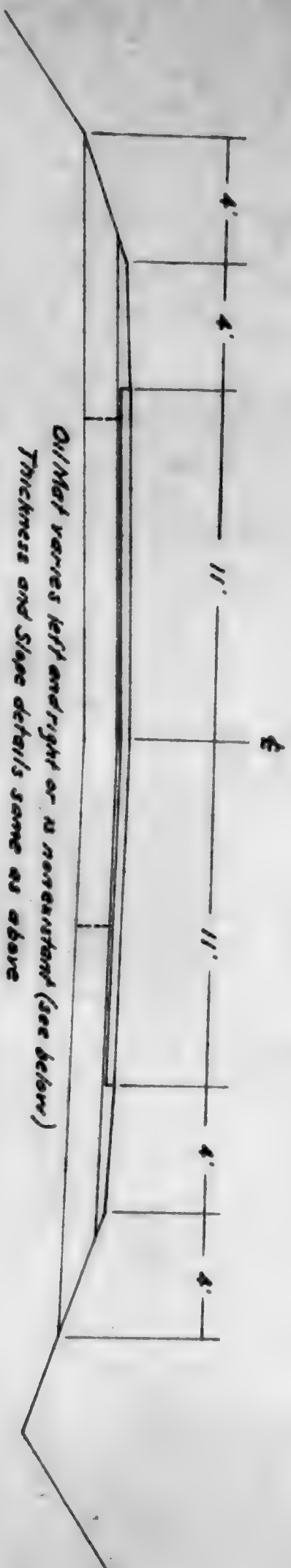
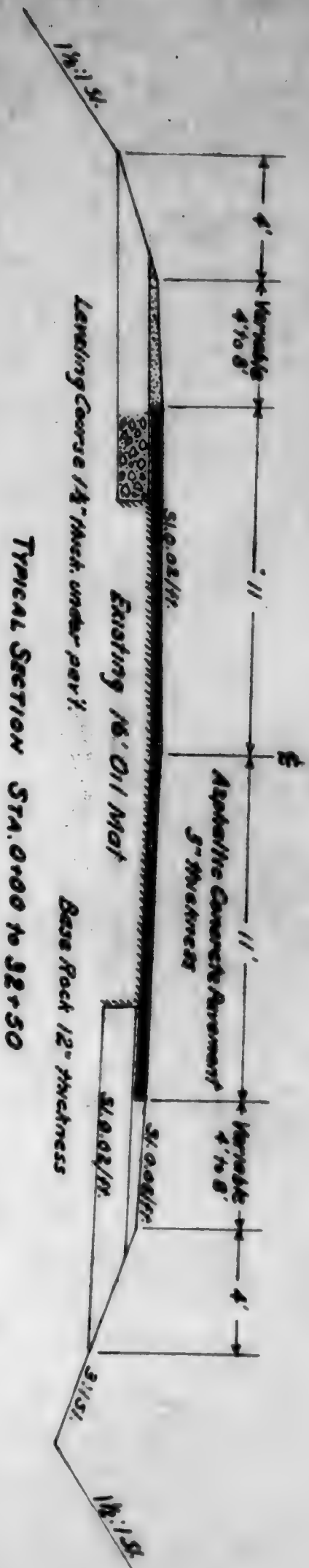
March 4, 1957

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Ross M. Harris
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
Ray Webber (2)

RECEIVED
MAR 7 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FOUR CORNERS - GIER STATION SECTION
 MARION CO. MARKET ROAD 22 F.A.S. 739
 FIG. 1957



TYPICAL SECTION

STA. 32+50 to 65+00 over exist. pav.	STA. 65+00 to 70+00 new work
70+00 - 80+00	80+00 - 133+00
133+00 - 149+00	149+00 - 156+00
156+00 - 172+00	172+00 - 205+00
205+00 - 226+00	226+00 - 244+00

NOTED
V. R. JONES

NOTED
Harold C. Ayers

MEMO TO J. W. NASH

February 19, 1957

FAS 739, Marion County
Four Corners-Geer Station Section

From the junction with FAS 739 at Four Corners, easterly to a point approximately 0.2 mile east of the S.P.R.R. track grade crossing at Geer Station.

Grade, drain, place base material, and construct an asphaltic concrete pavement 22' in width. The shoulder width on the westerly 0.75 mile will vary from 5' to 8' in order to meet existing drainage facilities. The shoulder width on the balance of the project will be 4'. Grading will consist of widening and revising substandard horizontal and vertical curvature.

Project Length: 4.6 miles.

Funds:	Federal	\$156,000
	State	52,000
	County	52,000
	Total	\$260,000

The existing road within the project limits has a 20' asphaltic concrete pavement with 5' to 6' shoulders on the westerly 1.2 miles and a 16' wide asphaltic concrete pavement with 4' to 5' shoulders on the balance. The pavement condition varies from poor to fair.

The westerly project terminus is also the westerly route terminus. The existing road adjacent to the east end of the project has a 16' asphaltic concrete pavement with 4' to 5' shoulders in poor to fair condition.

The existing grade and alignment has several sharp horizontal curves and some substandard vertical alignment which is being corrected.

No major structures within project limits.

One railroad grade crossing with S.P.R.R. branch line at Geer Station. Place reflectorized cross-bucks with advance warning signs.

No airport involved.

Project not affected by any water development.

No revision or addition to FAS System involved.

The westerly 3 miles of FAS Route 739 serves a developing suburban area made up of residences and small residential farms and the balance of the route serves a diversified farming area.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

JFH:mmm

RECEIVED
JAN 11 1957

FOR FILING

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS, FOUR CORNERS-GEER STATION SECTION,
FAS NO. 739, MARION COUNTY

The following prospectus is submitted regarding the Four Corners-Geer Station Section of FAS No. 739 in Marion County. The project begins at Station 0+00 in the intersection of State Street and Lancaster Road which is located in the easterly suburbs of the city of Salem and known as Four Corners. The project extends east to the railroad tracks known as Geer Station approximately Station 222. Overall length of the survey is 4.2 miles.

The purpose of the survey is to prepare plans and specifications for the widening and minor relocation of the existing facility. There are no towns involved on the survey.

The survey will follow the existing route with a minor relocation to correct sharp curvature to a maximum of 6° and a normal of 4°. Routine soils work will be required. There are no drainage problems requiring special study. There is no need for an economic analysis.

The traffic varies from a 1955 ADT of 1,800 at Four Corners to 400 at Geer Station with a projected 1975 ADT of 3,600 and 800, respectively. This will be a Class "B"-60 highway with maximum curvature of 6° and maximum grade of 5%. The typical roadbed section will be two 11-foot running lanes with 8-foot shoulders. Tentative base design by Ray Webber is:

Crushed Base	12 "
Leveling Course	1½"
Asphaltic Concrete	3 "
Total	16½"

Deviation from the standards set forth for this class of highway in Section 10, Oregon State Highway Department Technical Bulletin No. 19, Revised is not anticipated.

This facility is to have unrestricted access with all connections to be "at grade". An at grade railroad crossing is the easterly limits of the survey. There are no major stream crossings.

Mr. Anderson, Marion County Engineer, advises that no borrow is available in the area; however, improved sight distance can be obtained by selected roadside excavation.

A standard County-State FAS-C agreement will be necessary with Marion County. The existing facility is to be utilized.

There are no State parks in the area.

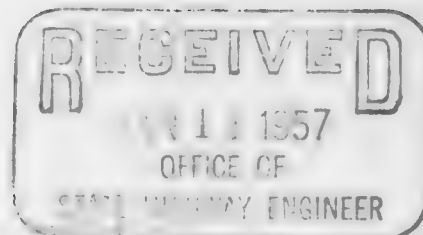
January 2, 1957

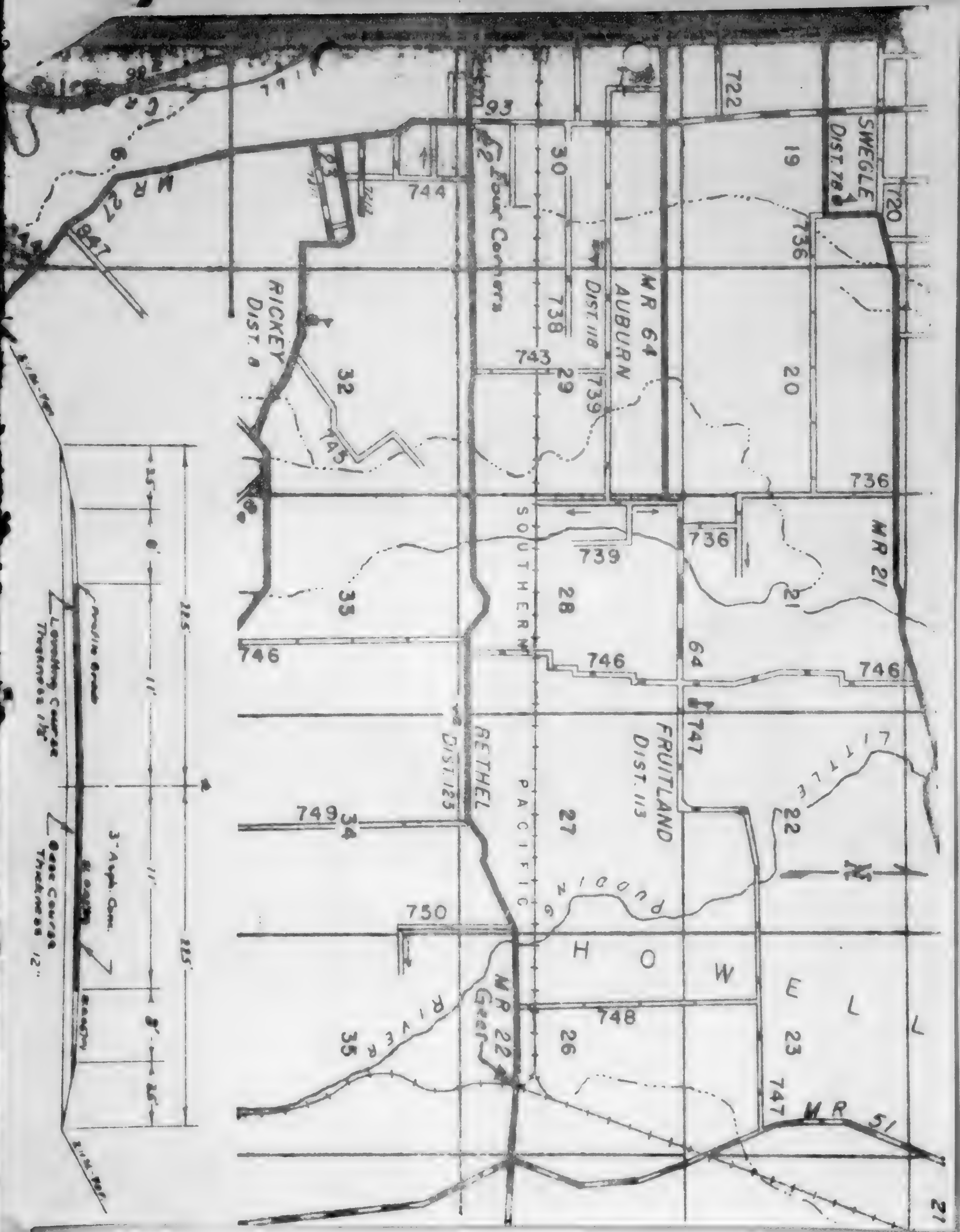
Attachment

LOCATION PROSPECTUS, FOUR CORNERS-GEER STATION SECTION,
FAS NO. 739, MARION COUNTY

cc

W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Ross M. Harris
S. H. Probert
C. G. Polk
R. L. Porter
D. J. Barbee
F. B. Crandall
C. G. Swenson
Frank Hall
C. H. Armstrong
R. C. Edgerton
Ray Webber (2)
John W. Nash
Jay Blair
P. M. Stephenson





MARION COUNTY
PROPOSED PROJECTS

FAS 735 - Hopmere Road-McNary "Y" Section, Approximately 2.8 Miles, \$80,000. This section extends from the junction of FAS 735 with FAS 736 (Hopmere-Brooks Road) one mile west of Hopmere, southerly via Clear Lake to the junction of FAS 735 with FAS 159 approximately one mile north of Keizer.

The proposed project is to widen and resurface the existing 16' pavement with a 22' wide asphaltic concrete pavement with 8' shoulders.

FAS 739 - Four Corners-Geer Station Section, Approximately 4.2 Miles, \$175,000. This section extends from the junction of FAS 739 (State Street) with FAS 679 (Lancaster Road) at Four Corners, easterly to the S.P.R.R. tracks at Geer Station.

The proposed project is to grade, drain, place base material, and pave as required to widen and resurface the existing 16' asphaltic pavement with a 22' wide asphaltic concrete pavement with 8' shoulders. Short sections of this project will be on new alignment to eliminate sharp curves. Marion County has already made a location survey for this project and right-of-way is being acquired. Mr. Anderson, County Engineer, should be contacted to obtain the survey data.

FAS 738 - Pudding River, Beaver Creek, and Pratum Junction Bridges (2), \$60,000. These bridges are located on FAS 738 as follows: Pudding River Bridge over Pudding River approximately two miles northeast of Pratum; Beaver Creek Bridge over Beaver Creek at Kaufman School approximately 0.3 mile east of the Pudding River Bridge; and Pratum Junction Bridge over an unnamed stream immediately east of the road junction approximately 0.8 mile north of Pratum.

The proposed project is to construct reinforced concrete bridges (3) on treated piling, two of which will be approximately 100' long and one approximately 60'. The horizontal clearance of each bridge is to be 26'. The bridges over Pudding River and Beaver Creek (each approximately 100' in length) will be on a new alignment, the grade for which will be constructed by the county. The county will also remove the existing bridges. The Pratum Junction Bridge will also be for the structure only; however, the county engineer will advise at a later date whether removal of the existing bridge and provision for a detour will be included in the FAS project.

FAS 734 - Pudding River Bridge, \$35,000. This bridge is located on the Chemawa-Silverton Road approximately two miles west of the west city boundary of Silverton.

The proposed project is to replace on approximately the same location the existing structure over Pudding River with a new bridge having a horizontal clearance of 26'. The FAS project will be for the structure only, including removal of the existing bridge. The county will perform any required road approach work. The road will be closed during construction.

10/25/56
(56-f)

-1-
Approved by Hwy Comm 11-8-52

41278

2-3405

Alsea Maintenance Building

1977

RECEIVED
OCT 3 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 3, 1957

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4978

2 Final

Decatur & Maers

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

22540

W193151

\$ 5,100.00

10-3-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapewecke
ACCOUNTING DIVISION

Specified completion Date: 80 workdays from July 10, 1957

Time Extensions:

None

Completion Date:

Sept. 10, 1957

Date Accepted:

Oct. 1, 1957

Penalties:

None of record

Claims:

None of record

Remarks:

Date: Oct. 4, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

Oct - 4 1957

NOTED ON CARD

cm

RECEIVED
SEP 24 1957

FOR FILING

Sept. 24, 1957

CERTIFIED MAIL

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4978 for work performed on the Alsea Maintenance Building Addition in Benton County was completed by the contractor, Decatur and Maers, on Sept. 10, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of \$5,100.51 will be released to the contractor after acceptance by the Commission. The total contract amount is \$6,987.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

NOTED ON CARD

OM

RECEIVED
JUL 1 1957

FOR FILING

July 1, 1957

Decatur and Maers
970 S. Commercial
Salem, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4978 for construction of the Alsea Maintenance Building near Alsea in Benton County.

This award was based on your bid of \$7,067.00 which was the low bid submitted to the Commission on June 6, 1957, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

Up
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAR 5 1957

FOR FILING

FORM 150-50M-11-55-50224
2-3405

4778

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 1, 1957

SUBJECT: Shop Unit
Alsea Maintenance Station

To: Mr. W. W. Stiffler
Ass't. State Highway Engineer
Office

Herewith print of Bridge Drawing #7593 which shows the Alsea Maintenance Station site, the location of the present building, and the proposed shop bay addition.

We have an item of \$6,000 in the 1957 Maintenance Station Improvement Budget to construct the Shop Unit. We recommend a standard masonry block unit be constructed, 26' x 32', with uplift door and concrete floor. Plumbing and septic tank will be required. We have a well with pressure tank to hook up to. There are lights in the present building so the contractor can hook onto present wiring.

You will note on the attached sketch map that our well is back of the present building, so that our septic tank should be built near the North fence line adjacent to our present toilets. There is a flue on the exterior of the present building, but Anderson says it is not lined and it would intersect the block wall along that end of the new unit.

Our estimate of cost is 832 sq. ft. at \$6.25 per sq. ft. total \$5,200, plus 12½% for contingencies equals \$5,850.

I. A. DeFrance

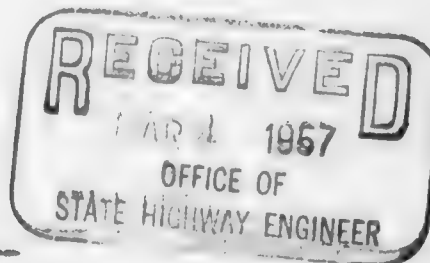
I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl
Enclosures
cc - P. M. Stephenson
J. D. Walker

Addition
APPROVED 3-4-57

W. W. Stiffler

Assistant State Highway Engineer



NOTED
W. W. STIFFLER

S-330(1) Beaver Slough (Chrome Plant) 1957
#4979 Sec. (Structure, grading &
Stone Base)

Form A-

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

INVOICE

NOTED

Oregon State Highway Department

SALEM, OREGON

Invoice No. 62547

Date October 22, 1959

Your Req. No.

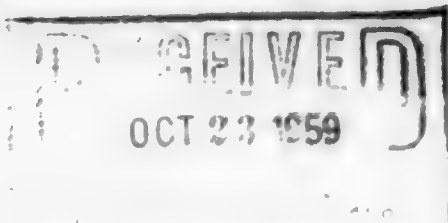
Billing Request None 521

Credit Distribution 506-1070-297

NOTED
V. R. JONES

Cook County
Coquille, Oregon

Attn: County Court



Final billing: Beaver Slough-Chrome Plant Section, PAS 677,
covered by agreement dated 6/24/57

Original advance deposit	\$42,800.00
Less amount previously transferred	<u>36,800.00</u>

Balance in advance deposit	\$6,000.00
----------------------------	------------

County share total costs per attached statement	\$40,476.24
Less amount previously transferred	<u>36,800.00</u>

Balance	<u>3,676.24</u>
---------	-----------------

To be retained	\$2,323.75
----------------	------------

ACKNOWLEDGMENT OF BILLING REQUEST

Call Forward with Request \$

By

NOTED
C. G. SWENSON

October 22, 1959

NOTED
Harold C. Ayers

Coos County Court
Courthouse
Coquille, Oregon

NOTED
John F. Hagemann

NOTED
V. R. JONES

Gentlemen:

Final costs are now available for the Beaver Slough-Chrome Plant Section of FAS 677. As per the attached cost statement, a refund of \$2,323.76 is due the county.

In accordance with previous correspondence, this refund is being retained as part of the advance deposit in connection with the Middle Creek Bridge on FAS 252.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:ma
Att.

cc: Mr. Floyd Robb, County Engineer

OREGON STATE HIGHWAY DEPARTMENT

Completed 9/13/58
ITEMIZED STATEMENT OF FINAL COSTS

County Coe Contract No: 4979 Date 10/13/59
FAS 677 Section Beaver Slough-Chrome Plant

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				\$187,847.04
Railroad & Telegraph Protection				3,748.01
Construction Engineering				<u>14,593.43</u>
TOTAL CONSTRUCTION COSTS - - - - -				\$206,188.48
FEDERAL FUNDS COLLECTED FOR PROJECT - - -				\$125,236.00

AGREED COUNTY SHARE OF TOTAL COST
(50% of difference between total cost and federal funds)

$(\$206,188.48 - \$125,236) \times 1/2 = \$40,476.24$

County Advance Deposit:

Original Deposit - \$44,600.00

Less amount transferred as per
Mr. C. H. Mazon's (Inv. dept.
auditor) letter to County Court
of June 2, 1958 adjusting over-
payment to county of refund in
connection with Glasgow Road
cooperative project.

= 2,000.00

Net Deposit - \$42,600.00
Less County Share 40,476.24

REFUND DUE COUNTY - \$ 2,123.76

JPK:am

Item	Unit	Unit Price	Total (Units)	Total Amount
1. Clearing and grubbing	all	1900.00	all	2,900.00
2. Drainage canals, walace.	c.y.	4.00	75.5	302.00
3. General canals, walace.	c.y.	4.00	3,742.5	15,070.00
4. Fin. rounded & slopes	mile	1000.00	2.23	230.00
5. 12" concrete pipe	l.f.	3.50	111	388.50
6. 18" concrete pipe	l.f.	5.25	126	661.50
7. Curves cr. sub. in base	c.y.	4.00	3,742.5	15,070.00
8. 3/4" x 0 sub. in base	c.y.	4.00	115.5	462.00
9. Sprinkling	sq. ft.	1.00	52.8	52.80
10. Structural excavation	c.y.	4.00	226.25	905.00
11. Furn. treated timber piling	l.f.	2.45	10,890	15,935.00
12. Drive treated timber piling	each	10.75	129	1,366.75
13. Furn. steel pile shells	l.f.	4.25	140	595.00
14. Drive steel pile shells	each	38.75	4	155.00
15. Class "A" concrete	c.y.	64.00	801.11	51,272.64
16. Metal reinforcement	lb.	.33	86,143	28,427.19
17. Treated timber in place	sq. ft.	300.00	96.12	28,836.00
18. Trestle superstructure	l.f.	95.00	133	12,635.00
19. Remove old bridge	all	8725.00	all	8,725.00
Pay/1 Cement adjustment (favor of State)	l.f.	4.78	12.5	59.75
			Total	187,817.04

RECEIVED
NOV 25 1958

FOR FILING

S-330 (1)
4979

Nov. 25, 1958

CERTIFIED MAIL

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 4979, for structure, grading and stone base on the Beaver Slough (Chrome Plant) Section of the North Bank Road in Coos County was completed by the contractor, Coos Bay Dredging Co., Inc., on Sept. 13, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of \$15,310.71 will be released to the contractor on or after Dec. 5, 1958. The total contract amount is \$187,847.04, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

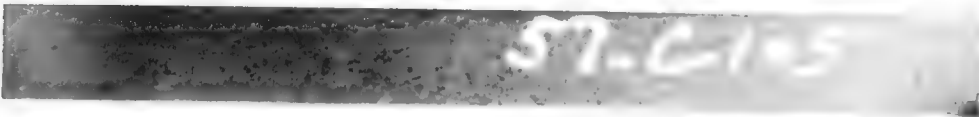
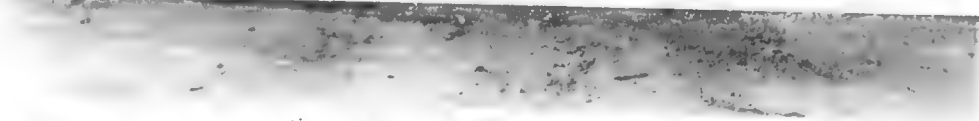
NOTED ON CARD

LM

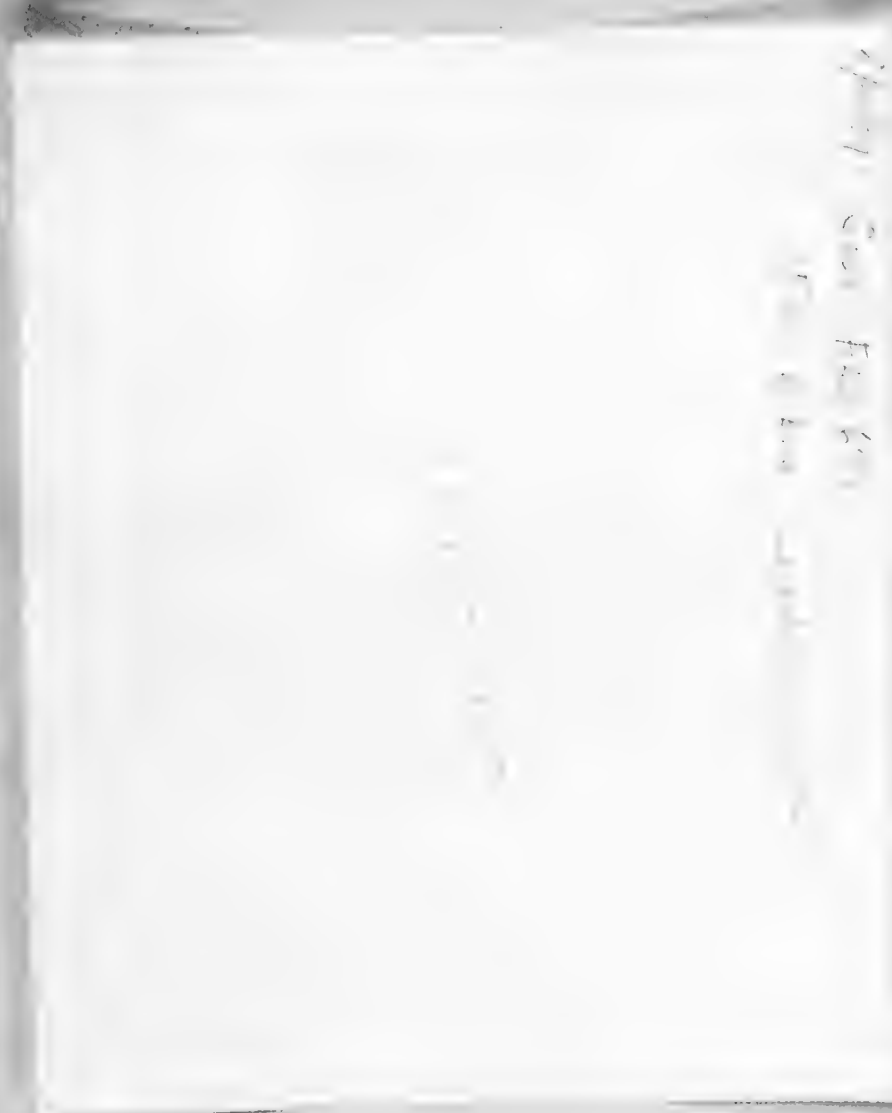
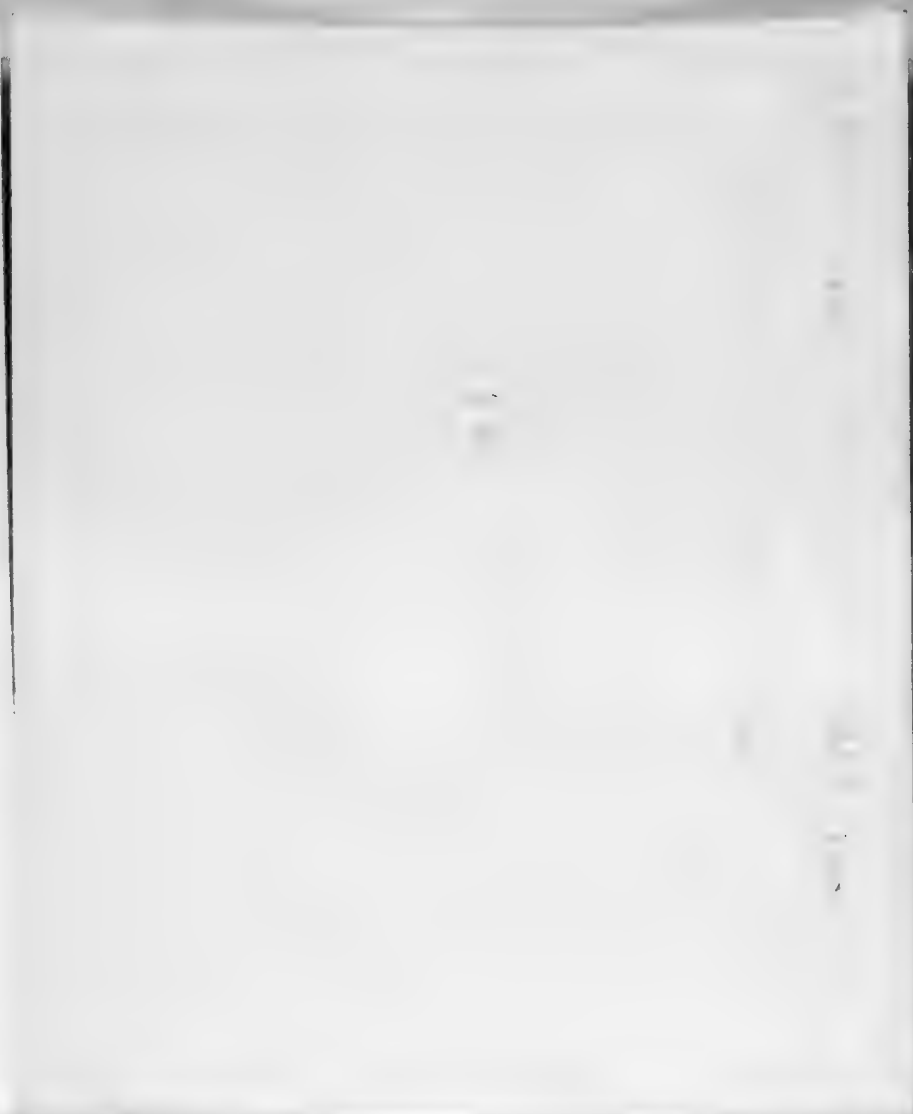
FAS 677, Coos County

Beaver Lookout-Beaver Slough Section

1/18/56	56-C-4	M.P. 0.10 (Looking west from office driveway)
"	-5	East end of Overcrossing
"	-6	West end of Overcrossing, looking west
8/20/57	57-C-105	From east end, looking west
2/19/58	58-5	Chrome Plant O'Xing, under construction
"	58-6	" " " " "









Coss Co. Feb 1958

Chrom. Plant

2/19/58

58-6

Coss County Feb 677

N. Bank Road

Chrom Plant Bridges

Under Construction

2-19-58

Contract No. 11-13-57

Monthly Transaction No. RECEIVED Project Report No. 1957 FOR FILING	For 1-2 (5-30-57) FEDERAL-AID PROJECT AGREEMENT 11-13-57	State Oregon County Cook Project No. 8-330(1)
---	--	--

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
 From junction with FAF 14 23st 0.4 mile (Chrome Plant overcrossing section northwest of Coquille) (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	2/7/57	0.4
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 209,409.47	Federal funds \$ 129,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u><i>Charles Reynolds</i></u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u><i>W. B. Thompson</i></u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u><i>C. J. Folk</i></u> Division Engineer Date executed by Division Engineer <u>November 13, 1957</u> RECOMMENDED FOR APPROVAL: <u><i>W. B. Thompson</i></u> STATE HIGHWAY ENGINEER
---	---

STATE HIGHWAY ENGINEER

USComm-DC 11169

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Beaver Dam, Orange Pl. Co., Section
Main Road, 1900
Coos County*

NATURE OF WORK:

Grade Rock Surface and Slopes

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4979 4979 Coos Bay Dredging Co., Inc. 6-27-57

DATE OF COMPLETION: 240 Workdays from 7-10-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-330(1)

BEAVER SLOUGH (CHROME PLANT) SECTION OF THE

NORTH BANK ROAD IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 8, 1957

Type Code 2010

Roadway (Sta. 49+69 to Sta. 62+01.85) (Contract No. 4979)

Clearing and Grubbing	All Required	\$	2,500.00
Drainage Excavation, Unclassified	32 cu.yd. \$4.00		128.00
General Excavation, Unclassified	6,900 cu.yd. 0.40		2,760.00
Finishing Roadbed and Slopes	0.23 mile 1,000.00		230.00
12-inch Concrete Pipe	24 lin.f. 3.50		84.00
18-inch Concrete Pipe	130 lin.f. 5.25		682.50
Coarse Crushed Material in Base	2,900 cu.yd. 4.20		12,180.00
3/4" - 0 Material in Base	300 cu.yd. 4.50		1,350.00
Sprinkling	110 M-gal. 3.00		330.00
		\$	20,244.50
Flagging (57 1/2% of Contractor's Cost)	All Required		100.00
	Subtotal	\$	20,344.50
	10% Engr. & Cont.		2,034.45
	Total	\$	22,378.95

Type Code X321

Chrome Plant Overcrossing (Sta. 42+17 to Sta. 49+69) (Contract No. 4979)

Structural Excavation	240 cu.yd. \$4.00	\$	960.00
Furnish Treated Timber Piling	11,020 lin.f. 1.45		15,979.00
Drive Treated Timber Piles	197 only 48.75		9,603.75
Furnish Steel Pile Shells	160 lin.f. 4.25		680.00
Drive Steel Pile Shells	4 only 38.75		155.00
Class "A" Concrete	920 cu.yd. 68.00		62,560.00
Metal Reinforcement	260,000 lbs. 0.13		33,800.00
Treated Timber in Place	100 M-FRM 300.00		30,000.00
Trestle Superstructure	133 lin.f. 95.00		12,635.00
Remove Old Bridge	All Required		2,725.00
		\$	169,097.75
Work Performed by S.P. Co.	All Required		930.00
	Subtotal	\$	170,027.75
	10% Engr. & Cont.		17,002.77
	Total	\$	187,030.52

Length of Roadway	0.234 Mile
Length of Structure	0.142 Mile
Total Length.	0.376 Mile
Cost of Roadway Per Mile.	\$95,636.53

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Roadway	\$ 22,378.95	\$ 13,850.00	\$ 4,264.44	\$ 4,264.51
Structure	<u>187,030.52</u>	<u>115,750.00</u>	<u>35,640.26</u>	<u>35,640.26</u>
	\$209,409.47	\$129,600.00	\$39,904.70	\$39,904.74

State Funds for Const.: Chap. 175; Laws 1917; Chap. 31, Laws 1920;
 Chap. 529, Laws 1939.
 Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Coos County
 with the Highway Department.

BEAVER SLOUGH (CHROME PLANT) SECTION

PROJECT NO. 3-330(1)

Summary of Work to be performed by Southern Pacific Company Forces.

Install and Remove Telltales		\$ 525.00
Freight		6.00
Material Handling		9.00
Accounting & Billing		376.00
Contingencies		<u>94.00</u>
		\$1,010.00
Salvage	Loss	<u>80.00</u>
	Total	\$ 930.00

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 1st, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reply is made to your letter of August 23rd re the intersection of the Chrome Plant road with the Davis Slough-Bandon reconstruction of US #101.

The original construction plans called for a 2-way or crossing intersection near the present Beaver Lookout, with the main roadway widened and left turn slots for proper service. Due to the fact that original construction was to be grading only, this was eliminated and simple approaches placed in order that the initial construction might be quite simple. Coos County objected to the elimination of the original pattern since the right of way had already been purchased at what the County stated was a nominal fee inasmuch as they assumed this connection would be built and would become a part of the Chrome Plant road. A more desirable connection was worked out with the County which will be included in the surfacing plans.

The Chrome Plant road is to be placed on the FAS-C system, with the end result that the alternate connection approved by the County will be built at approximately the same cost as the original plan which was shown the County, with the County thus saving some \$10,000 in matching money.

A print is attached showing the alternates.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

2D



Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. R. SMITH
SUPERINTENDENT

September 18, 1957

GMO 69874

FW 18473

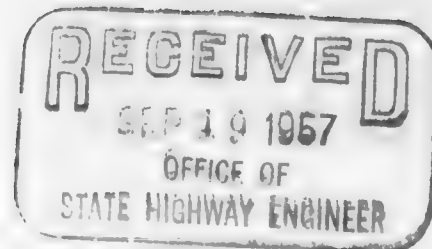
Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Referring to previous correspondence regarding
Chrome Plant overcrossing in Coos County, Oregon:

Herewith fully executed counterpart of agree-
ment dated July 19, 1957, between Southern Pacific Company,
State of Oregon, and County of Coos, covering the construc-
tion of new overpass and removal of existing structure at
Chrome, Oregon.

Yours truly,

L. R. Smith

RECEIVED
AUG 3 1957
FOR FILING

Salem, Oregon
August 23, 1957

Intersection - Chrome Plant
road with new Davis Slough-
Bandon Section, US101

Mr. Tom Edwards
Construction Engineer
Department

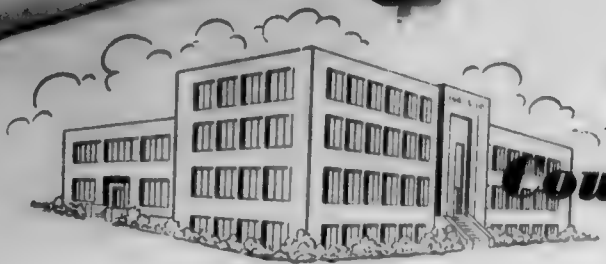
We seem to have gotten ourselves in some kind of a situation with the Coos County Court in connection with the intersection or proposed intersection of the Chrome Plant road with the new Davis Slough-Bandon realignment of US101. As nearly as I can tell you, the County Court plans to construct a road from the vicinity of the Chrome Plant to a connection somewhere near Beaver Lockout. I believe that the matter was originally brought to the attention of the County Court by some type of elaborate braided intersection shown on our field plans which we did not eliminate before right-of-way acquisition.

In order to resolve this matter, please have someone contact the Coos County Court and find out what it has in mind, and give us a report so that the situation will be clear. If any surveys for the connection are needed, please have an Authority for Survey prepared and sent to this office for approval. It is our desire, of course, within reasonable limits to cooperate with the County.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams
Mr. G. S. Paxson



County of Coos

COQUILLE, OREGON

August 20, 1957

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Enclosed you will find a detailed sketch of the proposed future development of the connecting road between (new) Highway 101 at Beaver Hill and (old) Highway 101 at the Chrome Plant.

It is our desire to have the State Highway Commission construct the approach roads as are shown on the enclosed sketch. We will be pleased to help in working out any of the necessary details.

The proposed approaches will be more satisfactory to us and will better serve the adjacent communities. All right-of-way involved is on county owned property.

Any consideration which you can give this proposal will be greatly appreciated.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

A. C. True
A. C. True
Commissioner

JWH:js

Enclosures
cc: County Hwy. Dept.



= EXISTING COUNTY RD =

PROPOSED PAS 1957

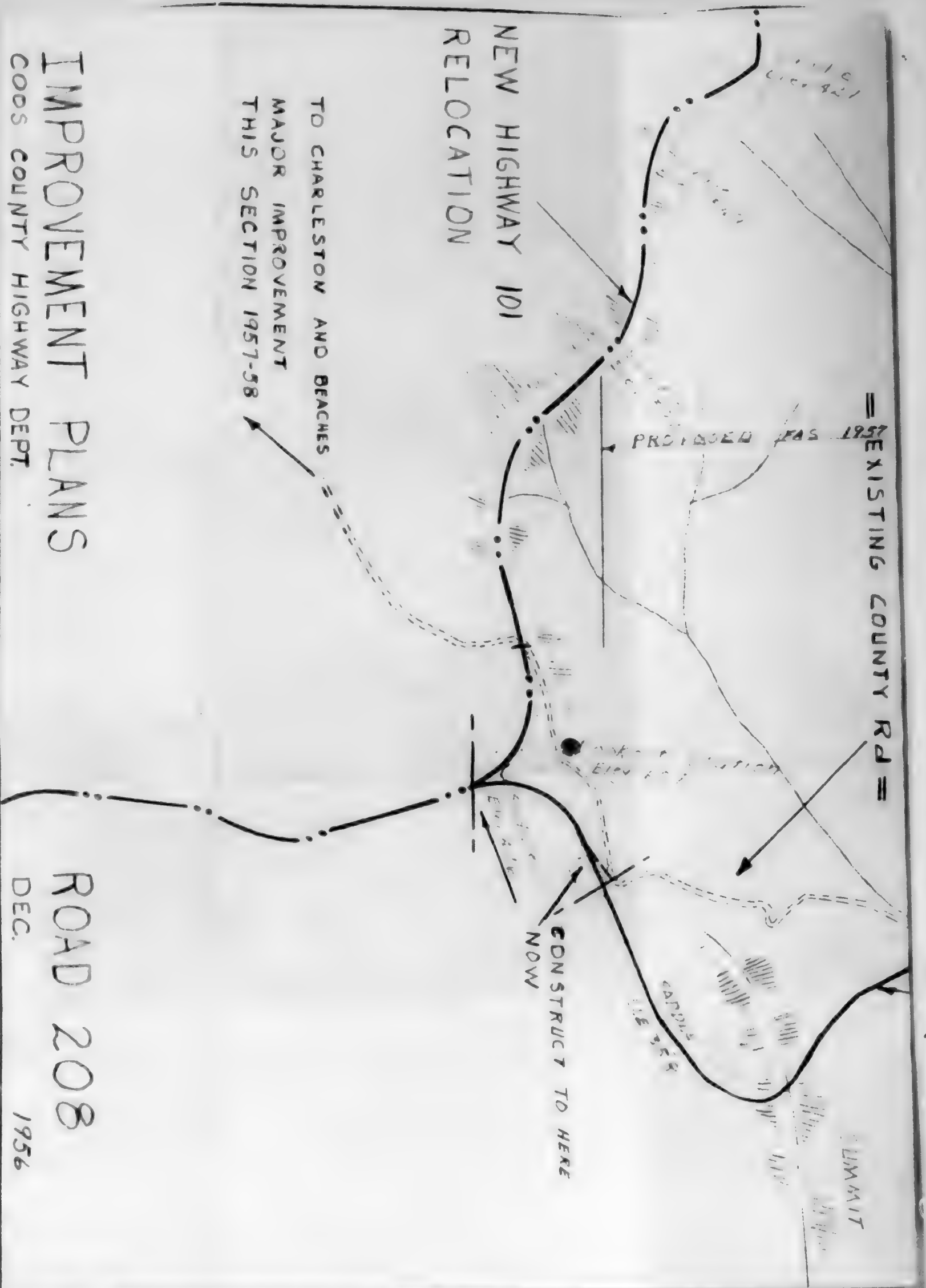
CONSTRUCT TO HERE
NOW

NEW HIGHWAY 101
RELOCATION

TO CHARLESTON AND BEACHES
MAJOR IMPROVEMENT
THIS SECTION 1957-58

IMPROVEMENT PLANS
COOS COUNTY HIGHWAY DEPT.

ROAD 208
DEC. 1956



August 19, 1957

Mileage Tabulation Chart

FROM	TO	ROUTE	MILES
COQUILLE	BANDON	PRESENT 101 (very crooked)	18
COQUILLE	BANDON	Coquille-Beaver Hill-New 101 (good standard)	17.25
COQUILLE	BANDON	101 to Davis Slough and new 101 to Bandon	33.8
COQUILLE	CHARLESTON Beaches and Sunset Park	Coquille-Beaver Hill 7 Devils	22.2
COQUILLE	Charleston	Present 101 Coos Bay-Empire	26.8

COMMENTS:

In order for South bound traffic from Coquille to travel over a route of good standard they must drive 16.5 miles farther to Bandon by way of Davis Slough and New 101. A cut off or connecting link between New 101 and old Highway 101 at Beaver Hill will do away with this.

COPY

RECEIVED
AUG 5 1957

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

FOR FILING



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

CERTIFIED MAIL

August 2, 1957

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Puz 208 & R/W 25161
Chrome Plant O-Xing
S.P. Co.
Coos County

Dear Mr. Smith:

Herewith I hand you original and two duplicate copies of construction agreement covering the Chrome Plant Overcrossing project in Coos County. All three copies have been executed by the State Highway Commission.

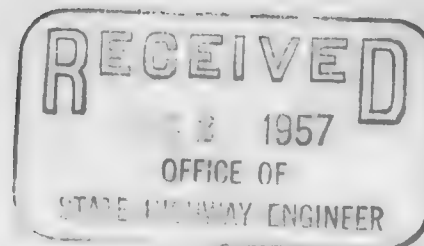
Please note the deletion of a portion of paragraph 8, on page 4, of the instrument, which deletion has been made in accordance with recent agreements.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. F. D. Morgan



REIVED
SEP 21 1957

FOR FILING

Salem, Oregon
August 1, 1957

Pux 208-Chrome Plant O-Xing
Coos County

Mr. J. W. DeSousa
Assistant Counsel
Office

Attached hereto are three copies of an agreement with the Southern Pacific Company, the State Highway Commission and Coos County relative to the construction of the Chrome Plant Overcrossing project in Coos County. These copies have been executed by the State Highway Commission and Coos County and are now ready for the signatures of the proper officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

filed 9-23-57

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

July 25, 1957

SUBJECT: Pux 208-Chrome Plant O-Xing
Coos County

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

L Herewith I hand you for execution by the State Highway Commission original and two copies of agreement between Southern Pacific Company, the State Highway Commission and Coos County, relative to the construction of the Chrome Plant Overcrossing project in Coos County.

A portion of paragraph 8, on page 4, has been deleted and this deletion should be initialled by the Highway Commission.

After execution by the Commission, please return all three copies direct to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN

ENCL.

cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Leonard I. Lindas

Authorized

APPROVED BY HIGHWAY COMMISSION

DATE *Contract awarded June 27, 1957*

H. B. Glaisyer
Secretary

Sign 3 copies

Contract 4779

RECEIVED
JUL 26 1957

COMMISSIONERS

CHAS. H. REYNOLDS, MEMBER
LA GRANDEM. K. MCIVER, MEMBER
PORTLANDROBERT B. CHESSMAN, MEMBER
ASTORIAH. B. GLAISYER, SECRETARY
SALEM

FOR FILING



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 25, 1957

Mr. R. L. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Pux 208-Chrome Plant Overcrossing
Coos County

Dear Mr. Smith:

We are in receipt of original and two copies of construction agreement between Southern Pacific Company, State of Oregon, by and through its State Highway Commission, and the County of Coos, relative to the Chrome Plant Overcrossing project in Coos County, which have been forwarded to us by Coos County with certified copies of order of the County authorizing the execution of the instrument.

These are being forwarded to the State Highway Commission for execution and in paragraph 8, on page 4, we have deleted the comma and the language "such contractors shall be satisfactory to Railroad as to their responsibility and ability to perform the work over and across the property and tracks of Railroad and". This is in accordance with the agreement which was recently executed with reference to the Second Myrtle Creek Overcrossing (Weaver) on the Pacific Highway, in Douglas County.

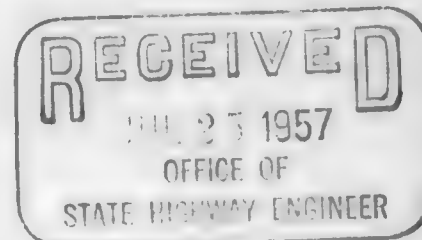
Very truly yours,

J. W. DeSOLZA
Assistant Counsel

JWD:RM

cc: Mr. R. J. Lathrop, Contract Attorney
Southern Pacific Company
65 Market Street
San Francisco 5, California

Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Leonard I. Linnes



NOTED

RECEIVED
JUL 25 1957

FOR FILING

C 330 (1)
4979

Salem, Oregon
July 24, 1957

Agreement covering Chrome
Plant Overcrossing of
S. P. tracks in Coos County

Mr. J. W. DeSouza
Department

Herewith construction and easement agreement covering the Chrome Plant Overcrossing of the Southern Pacific Company's tracks in Coos County. It would be appreciated if you would review this agreement and if satisfactory send it to the Commission for execution.

I would call your attention to paragraph 8, page 4, of the agreement, which provides that contractors shall be satisfactory to the railroad company. I believe that this matter has already been discussed with the railroad company and at least a part of the article may be eliminated.

G. S. Paxson

OSP:ga
Attach.

cc Mr. W. C. Williams
Mr. P. M. Stephenson

Southern Pacific Company

FOR FILING

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. R. SMITH
SUPERINTENDENT

July 9, 1957

PD 22487

4779

County Court
Coos County
Coquille, Oregon

Gentlemen:

Please refer to your application to the Public Utilities Commission for removal of the existing North Bank Market Road overhead of our tracks at Chrome, Coos County, and the construction of a new overhead at the same point.

Attached are duplicate counterparts and two extra copies of an indenture between Southern Pacific Company and County of Coos covering the easement that will be granted by Southern Pacific Company for these changes. Will you please review and if found satisfactory have them signed and seal of the County affixed and return to us for further handling. To each copy of this indenture there should be a certified copy of the minutes of the Court authorizing the parties to sign the agreement. The extra copies are for your file and sending to the State Highway Commission, who will do the work for you.

Also attached are triplicate counterparts and two extra copies of agreement between Southern Pacific Company, State of Oregon and County of Coos covering the construction and the removal of the existing structure. Will you please review and have them signed by your Court, their signatures acknowledged, and to each copy of this agreement have a certified copy of the minutes of the Court authorizing their officers to sign the agreement. After this agreement has been signed by the County will you please pass to the State for signatures of the State Highway Commission. Also send them one extra copy for their files.

Also attached are duplicate copies of an indenture between County of Coos and Southern Pacific Company quitclaiming all interests they might have in the right of way covered by the original agreement where it is planned to remove the existing structure. After these have been signed by the Court please return to us for further handling. To this agreement there should be a certified copy of the minutes of the Court authorizing its officers to sign quitclaim.

NOTED
G. S. PAXSON

*Carroll made
for
Mr. Porter
and Mr. Thompson
7/15/57*

- 2 -

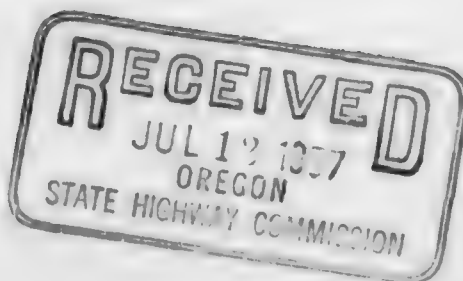
For your information, we have sent to your contractor, Coos Bay Dredging Company, their agreements for signature and the furnishing of the necessary insurance.

So that your contractor will not be held up in his work, we would suggest that your Court, as well as the State Highway Commission, rush the return of these papers to us for further handling.

Yours truly,

(Signed) L. R. SMITH

cc: Oregon State Highway Commission
Salem, Oregon



NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Avers

Invoice No. 51207

Date July 1, 1957

Your Req. No.

Billing Request No. cc 332

Credit distribution: 506-1070-297

Coos County
Coquille, Oregon

Attn: County Court

1957 JUL - 2
RECEIVED

Advance Deposit

44,800.00

Partial transfer county's share total cost.
Beaver Slough (Chrome Plant) Section, FAS, 677, covered by
agreement dated June, 1957.

36,800.00

To be retained

88,000.00

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request \$

By

NOTED
JOHN D. GRAHAM

RECEIVED
JUL 10 1957

FOR FILING

1-10-11
4811

Salem, Oregon
July 1, 1957

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Coos County covering the Beaver Slough (Chrome Plant) Section of FAS 677.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Coos County Court.

Secretary

rn
Attach

REFERRED TO
[Signature]
BY SECRETARY

to file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 5, 1957

SUBJECT: FAS Project Agreements
Coos County

To: Mr. G. S. Paxson
OFFICE

L

Attached are three copies of a finance agreement covering the Beaver Slough (Chrome Plant) Section of FAS 677.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on February 28, 1957.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date June 6, 1957

Page 27 minutes of 6-30-55
AUTHORIZED BY HIGHWAY COMMISSION

Page 29 minutes of 7-28-57
Blair

RECEIVED
JUN 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

received 6-6-57

2 copies of each to be signed by Com.

RECEIVED
JUL 1 1957

FOR FILING

July 1, 1957

4979
Cooe Bay Dredging Co., Inc.
Box 217
Cooe Bay, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4979 for construction of an overcrossing of the Southern Pacific Railroad, grading and stone base on the Beaver Slough (Chrome Plant) Section of North Bank Road in Coos County.

This award was based on your bid of \$189,342.25 which was the low bid submitted to the Commission on June 6, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, sLAC
P. M. Stephenson



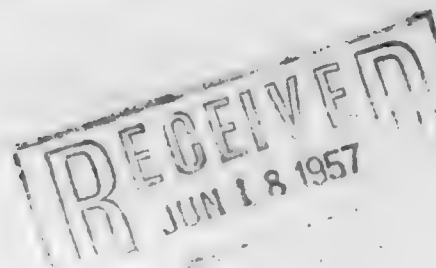
COQUILLE, OREGON

County of Coos

June 17, 1957

NOTED
Harold C. Ayers

NOTED
John F. Hagemann



Mr. John F. Hagemann
Assistant Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

This is to certify that all required right-of-way has been obtained for the construction of the Beaver Slough (Chrome Plant) Section of FAS 677.

We are enclosing herewith the County's advance deposit in the amount of \$44,800.00 for this work.

We hope this will permit your awarding the contract at your regularly scheduled meeting on June 27th and 28th.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

F. C. True
F. C. True
Commissioner

NOTED
JOHN D. GRAHAM

JWH:js
Enclosure

*Coos County check no. 14871 for 44,800.00
to accty. Div. 6-18-57
7 Query*



June 7, 1957

Coos County Court
Courthouse
Coquille, Oregon

NOTED
John F. Hagemann

Gentlemen:

On June 6th a satisfactory bid from the Coos Bay Dredging Co., Inc., of Coos Bay for constructing the Beaver Slough (Chrome Plant) Section of FAS 677. As per the agreement between state and county the following advance deposit is required from the county prior to awarding a contract:

Bid Items.		\$189,342.25
Anticipated Additional Items		
R.R. Costs	\$10,000.00	
Flagging	100.00	10,100.00
12-1/2% Engineering and contingencies		24,930.28
Estimated Total Cost		\$224,372.53
Advance Deposit of 20%		\$ 44,800

Please make this deposit by means of a check or warrant in the amount of \$44,800 payable to the Oregon State Highway Commission, forwarding same to this office. Receipt of this deposit plus a letter certifying that all required right-of-way has been obtained prior to June 26th will permit award of a contract at the regularly scheduled Highway Commission meeting on June 27 and 28.

Based on the above estimate of cost Coos County has a balance of fiscal years 1958 and 1959 FAS funds of \$210,000 (includes federal, state, and county funds) available for programming. This money can be programmed at this time for contracting about the first of 1958 or later.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:ms
cc: Mr. Floyd Robb

C. No. 4979

5-28-57
RESOLUTION

Oregon Project S-330(1)
FAS 677

WHEREAS, a county road in Coos County, State of Oregon, known as the North Bank County Road, is routed through the County of Coos, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Coos County, the section adopted for improvement being more particularly described as follows; to wit:

From FAP Route 14 westerly to the west end of the Chrome Plant Overcrossing Structure, a distance of 0.376 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Coos will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Coos County, Oregon, that no encroachments will be permitted on the county road known as the North Bank County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Coos County, Oregon, this 28th day of May, 1957.

By:

ATTEST:

Thompson
County Clerk

County Judge James C. Harrison

County Commissioner Fred H. Kruse

County Commissioner A. E. Aue

NOTED
Harold C. Ayers

NOTED
V. R. JONES

May 27, 1957

Coos County Court
Courthouse
Coquille, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and two sets of plans and specifications in connection with the Beaver Slough (Chrome Plant) Section of FAS 677 upon which bids will be received June 6th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$240,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The sets of plans and specifications are for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than June 5th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mu
Encl.

RECEIVED
MAY 10 1957

FORM R-30X-37,500-1-55-02007

8-330(1)

4179

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 9, 1957

SUBJECT: Chrome Plant Overcrossing Section
FAS 677, Coos County

To: Mr. P. M. Stephenson
OFFICE

The following summary of our conversation with Mr. Floyd Robb, Coos County Engineer, relative to the subject named project is offered as a matter of record:

1. Seven 19' treated timber pile trestle spans will be added to the west end of the originally designed structure.

2. The FAS project will begin at the west end of these additional pile trestle spans (station 42+17), and extend easterly to a junction with the Coast Highway and will include the entire structure plus roadwork between the structure and the Coast Highway. The roadwork on the west end of the structure will be constructed by Coos County and will not be included in the FAS project. The roadwork between the structure and the Coast Highway will be constructed through the leveling course as part of the FAS project. The county will place pavement with county forces without federal or state participation. The county will also place the oil mat wearing surface on the 133' of treated timber trestle with county forces.

If your understanding of this matter differs from the above, please advise.

John F. Hagemann
John F. Hagemann

Asst. Engr., County and City Relations

JFH:mm

cc: G. S. Paxson ✓
Tom Edwards
V. G. O'Neil
Frank Hall
J. W. Nash

NOTED
G. S. PAXSON



VED
1957

FILING

FORM 830-12 1/2 M-9-55-58209

33011

4/1/7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

March 27, 1957

SUBJECT: Pux 208 - Chrome Plant O-Xing
S.P. Co. (Coos County)

To: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. Tom Edwards (3)
Mr. Frank Morgan (2)

L

Herewith I hand you copy of Order No. 35233, issued by the Public Utilities Commissioner under date of March 26, 1957, relative to the matter of the application of Coos County, Oregon, for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company on the North Bank Market Road and to remove an existing overcrossing, known as the Chrome Plant Overcrossing Project, in Coos County, Oregon.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

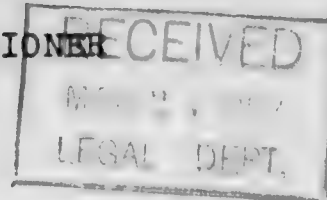
JWD:RN
ENCL.



NOTED
FORREST COOPER

Order #35233

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON
F-2567



In the Matter of the Application of Coos
County, Oregon, for authority to construct
an overcrossing over and across the tracks
and right of way of Southern Pacific Company
on the North Bank Market Road and to remove
an existing overcrossing, known as the
CHROME PLANT OVERCROSSING PROJECT, in the
Southeast quarter of the Southeast quarter
(SE $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 21, Township 27 South,
Range 13 West, W.M., in Coos County, Oregon.) ORDER

The above entitled matter was duly heard on
Tuesday, March 12, 1957, at 11:00 A.M., in the Coos
County Court House, Coquille, Oregon, before C. E.
Jaqua, Utility Engineer, representing the Commissioner.
The following appearances are of record herein:

John M. Eaton, District Attorney, North Bend,
Oregon
Representing Coos County;

J. W. DeSouza, Assistant Counsel, Salem,
Oregon
Representing Oregon State Highway
Commission;

Albert H. Ferris, Attorney, Portland, Oregon
Representing Southern Pacific Company.

On January 21, 1957, the Commissioner received
an application from the County Court of Coos County,
Oregon for authority to construct a highway overcrossing
over the tracks and right of way of the Coos Bay Branch
of Southern Pacific Company. The proposed structure is
part of a realignment of a Coos County Road known as the
North Bank Market Road, and will replace an existing
structure lying closely adjacent thereto which will be
removed after completion of the overcrossing applied for.

Order #35233

Neither Southern Pacific Company nor Oregon State Highway Commission opposed the issuance of an order in accordance with the terms and conditions set forth in the application.

After due notice, the matter was set down for hearing at the time and place mentioned herein, the hearing convened, evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The existing structure, designated as CO-781.1-A, authorized by P.S.C. Oregon Order No. 734, was constructed in 1922 and is no longer adequate for present day traffic needs. It is a pile trestle located 170 feet northerly from the site of the proposed overcrossing, and because of age and deferred maintenance is unsafe for vehicles weighing in excess of five tons.

The new structure will be of concrete and steel with pile trestle approaches, will intersect the centerline of the railroad track beneath it at an angle of 71 degrees 58 minutes in the southeast quadrant, and will provide a vertical clearance from top of rail to the lowest point of the underside of the structure above the track of 23 feet 3-5/8 inches. Adequate horizontal clearance is also provided and an additional track can be built adjacent to the existing track if future needs make such construction necessary.

A roadway 26 feet in width will be provided on a finished grade, which will be on a vertical curve connecting a 6% ascending grade from the west and a 3.3% ascending grade from the east.

The alignment is so provided that the centerline of the roadway at the point of crossing is on a 6 degree curve left when proceeding in a westerly direction.

It is estimated that 275 vehicles per day will pass over the structure upon completion and increases are anticipated. Three Southern Pacific Company and four Coos Bay Lumber Company trains are presently operating over the track each day.

Order #35233

All costs incidental to the construction of the proposed overcrossing and the removal of the existing overcrossing will be borne by Oregon State Highway Commission and Coos County under provisions set forth in Public Roads Administration Policy and Procedure Memorandum No. 30-3 and Amendments thereof and Supplements thereto, and Southern Pacific Company will be reimbursed for any necessary expenses incurred by it in connection therewith which are permissible under the terms of said Memorandum.

After completion of the project, Coos County will maintain the overcrossing structure with its appurtenances and approaches, and Southern Pacific Company will maintain its railroad line with its appurtenances and facilities.

The standard vertical clearance as set forth in Order No. 33700 will be impaired by the erection of necessary falsework during the construction period and Coos County requests authority for such impairment.

From the foregoing, it is concluded that the erection of an overcrossing structure at this location will provide no hazard to rail operation, is necessary to provide adequate facilities for modern traffic, is in the public interest and the application should be granted; it is therefore

ORDERED that the application of Coos County, Oregon, for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company on the North Bank Market Road and to remove an existing overcrossing, known as the CHROME PLANT OVERCROSSING PROJECT, in the Southeast quarter of the Southeast quarter of Section 21, Township 27 South, Range 13 West, Willamette Meridian, in Coos County, Oregon, is granted; and it is further

ORDERED that the construction be done in a good and workmanlike manner, in accordance with modern accepted engineering practices and in conformity as to

Order #35233

location, elevation, angle of crossing and general design with plan and profile submitted with the application and by this reference made a part hereof; and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, award contracts and supervise the construction of the overcrossing structure and the removal of the existing overcrossing structure, and finance the project from State, County and Federal Highway Funds, and shall reimburse Southern Pacific Company for all necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3, issued by the Public Roads Administration, and Amendments thereof and Supplements thereto; and it is further

ORDERED that Southern Pacific Company shall, subject to reimbursement as set forth above, revise, reconstruct or reinstall as may be necessary existing communication systems, telegraph and signal lines and right of way fences, and provide such watchman and flagman services as may be required to safeguard railroad operations during the construction of the project; and it is further

ORDERED that such impairment to the standard minimum vertical clearance as set forth in Order No. 33700 as may be made necessary by the erection of falsework or the placement of construction material hereby is authorized, except that a clearance of not less than 21 feet above top of rail be provided at all times; and it is further

ORDERED that Southern Pacific Company hereby is authorized to operate over the track thus impaired under the conditions of temporary impairment as set forth above; and it is further

ORDERED that, after construction of the overcrossing, Southern Pacific Company shall, at its own expense, maintain its track and roadbed and the rail facilities pertaining thereto beneath the structure and Coos County shall, at its own expense, maintain the overcrossing structure, together with its highway and appurtenances; and it is further

Order #35233

ORDERED that the designation CO-781.1-A shall be assigned to the structure and maintained thereon as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that, after completion of the over-crossing structure, Oregon State Highway Commission shall award contracts for and supervise the removal of the existing structure and include the costs incidental thereto as an item of expense under the general terms of financing as hereinbefore set forth.

Made and entered this 26th day of March,
1957.

HOWARD MORGAN

Public Utility Commissioner

(OFFICIAL SEAL)

RECEIVED
MAR 14 1957

FOR FILING

FORM E-90X-87,600-2-55-02067

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 13, 1957

Salem Office

SUBJECT:

Pux 208 - Chrome Plant O-Xing
S.P. Co. (Coos County)

To: MEMORANDUM TO FILE:

Hearing on this matter was held in the Coos County Court House, Coquille, Oregon, at 11:00 a.m., Tuesday, March 12, 1957, before C. E. Jaqua, Utilities Engineer, sitting as examiner for the Public Utilities Commissioner.

The Petitioner, Coos County, was represented by John M. Eaton, District Attorney, Box B, North Bend, Oregon.

Southern Pacific Company was represented by Albert H. Farris, Attorney, 800 Pacific Building, Portland, Oregon, and the State Highway Commission was represented by the writer.

County Commissioners Fred C. True and Fred A. Kruse and Roadmaster, Floyd A. Robb were placed on the stand by Mr. Eaton and testified regarding the general nature and necessity for the proposed improvement.

P. M. Stephenson, Bridge Engineer for the Highway Commission, was placed on the stand by the writer and testified regarding the nature and details of the proposed overcrossing structure. He stated that, owing to soil conditions, it is planned to construct the embankment possibly a year in advance of the construction of the bridge structure in order to allow time for the subsidence of the embankment. Subsequent to the closing of the record, there was some discussion of the possibility of building the structure along with the embankment by placing one or two temporary spans at the westerly end of the bridge structure and replacing these by permanent spans when the embankment ultimately has settled. On the way back to Salem, he suggested to me the possibility of abandoning the proposed location and constructing a new structure on the alignment of the existing structure.

Mr. Frank A. Bartlett was placed on the stand by Mr. Farris and testified regarding railroad traffic and stated that the construction of the new overcrossing structure would be desirable to Southern Pacific Company. Prior to the opening of the hearing, he raised some question as to the correctness of the railroad stationing at the point of intersection but this is a detail which was not necessarily important in the hearing and is one which easily can be corrected if the stationing shown on the exhibit attached to and made a part of the petition proves to be in error.

NOTED

FORWARDED

MEMORANDUM TO FILE

-2-

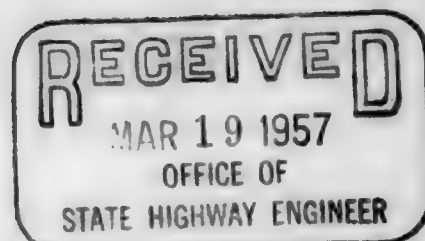
March 18, 1957

No controversy developed and no objections were made by any one as to the issuance of an order authorizing the construction. It is anticipated that an order authorizing the construction will be issued in due course.

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. Forrest Cooper /
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. Frank Morgan



RECEIVED
FEB 25 1957

FOR FILING

FORM 830-157-1-3-55-00209

2-330 (1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

February 20, 1957

SUBJECT: Pux 208 - Chrome Plant O-Xing
S.P. Co. (Coos County)

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

L Hearing on the application of Coos County, covering the Chrome Plant Overcrossing Project, has been set for Tuesday, March 12, 1957, at 11:00 a.m., in the County Court House at Coquille.

I have mentioned this to Mr. Stephenson and he or someone from his department plan on attending in order to testify to the details regarding the overcrossing structure. He has advised me that the structure and the grading and possibly the paving will be awarded under one contract so that if the County Engineer is not conversant with the overall structure and road project, it might be advisable for Mr. Morgan, or someone from his office, to be present in order to make the necessary record on these matters.

In all probability the District Attorney will present the case in support of the application of the County and such witness or witnesses should be present in order that facts with which the County is not familiar may be introduced into the record.

NOTED
G. S. PAXSON

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. Frank Morgan

RECEIVED
FEB 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

COOS COUNTY
PROPOSED PROJECT

FAS 677. Chrome Plant Overcrossing Section, \$62,000.

Additional funds required to supplement project approved by Highway Commission June 30, 1955, as part of fiscal year 1957 county FAS program. This \$62,000 plus \$188,000 available from 1957 funds makes a total programmed amount of \$250,000.

(57-b)
2/18/57

Comm. approved 2/28/57

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 5, 1957

Salem, Oregon

SUBJECT: Options
 Chrome Plant Railroad O'Xing
 North Bank Market Rd.

To: Mr. C. G. Swenson
 County & City Relations Engineer
 OFFICE

Attached you will find 1 original and 6 revised option forms in quadruplet covering right of way to be acquired in connection with Chrome Plant Railroad Overcrossing Section of the North Bank Market Road in Coos County, together with copies of Statements of Information. This contract is to be let in April, 1957.

Please note file 25129 has been cancelled. Due to center line change, this property lies entirely outside of the right of way and is not required.

We are forwarding, under separate cover, 5 prints of map number 8B-2-23 covering this area and bearing our date of February 4, 1957.

25113	Coquille Valley Dairy Co-op	3.8	acres	(p-1)
25114	Lois M. Clough	0.09	"	(p-2)
25157	Lovina May Johnson	1.0	"	
25158	J. W. & Pearl Ruble	0.17	"	
		0.41	"	(p-1)
25161	S. P. R. R. Co.	0.25	"	(p-2)
25180	Rupert & Violet Luckman	0.19	"	
26007	Russell B. & Anna Lucille Rydlund	7.4	"	
		0.17	"	

Earl F. Saling
 EARL F. SALING
 Right of Way Office Manager

MM
 blr
 Enc. 7 options

cc: R. L. Porter
 cc: Title Dept.



NOTED
 C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH

1/28/57

FAS 677, Coos County
Chrome Plant Overcrossing Section

From FAP Route 14 approximately 4 miles northwest of Coquille, westerly across the S.P.R.R. track to a point on the existing road approximately 0.5 mile from the point of beginning.

Grade and drain to an improved grade and alignment, construct base and leveling course, and construct a new structure over the S.P.R.R. tracks 619 feet in length having a horizontal clearance of 26 feet. The easterly 144 feet of the structure will be reinforced concrete and the balance will be reinforced concrete on treated piling. Upon completion of the project the county without federal cooperation will place a bituminous wearing surface 22 feet in width with 4' shoulders meeting approved standards.

Project Length: 0.5 mile.

Funds:	Federal	\$150,000
	State	50,000
	County	50,000
	Total	\$250,000

The existing road within the limits of the project and adjacent to the west end of the project consists of a 16' wide P.C. concrete pavement with 4' shoulders from the existing railroad overcrossing easterly to the junction with FAP Route 14 and a 22' wide light gravel surface on a 24' wide roadway from the railroad overcrossing westerly across Beaver Slough. The existing structure over the S.P.R.R. track is untreated timber 760' in length with a horizontal clearance of 17'-2". This structure has deteriorated to the point it is no longer adequate for present traffic.

The grade and alignment of the section of existing road between FAP Route 14 and the railroad overcrossing is substandard. The section of existing road west of the railroad overcrossing across Beaver Slough is on tangent and that portion within the project limits will be used as part of the fill for the new alignment which is south of and adjacent to the existing road. The county plans to improve the balance of this route as funds become available.

Existing structures: Described above. To be replaced.

Existing Railroad Crossing: S.P.R.R. Existing overcrossing to be replaced.

No revision or addition to the FAS System ^{is} ~~are~~ involved as the new alignment is either immediately adjacent to or coincidental with the existing alignment and ^{is} ~~is~~ too minor to show on the general highway map. Extensions of FAS 677 westerly to a junction with FAP Route 2 is anticipated in the near future; however, this extension will not be within the limits of the project.

FAS 677 serves as the principal outlet for the dairy farming area along the northwesterly bank of Beaver Slough which is known locally as the North Bank

NOTED
C. G. SWENSON

area. It is a school bus, mail, and milk route. Upon completion of the Davis Slough-Bandon section of FAP Route 2 and the extension of FAS 677 to a junction with said route, FAS 677 will serve as a major access route connecting the Coquille area to FAP Route 2 (Oregon Coast Highway).

RECEIVED
JAN 21 1957
FOR FILING

FORM E-302-57,500-2-55-51007

8-330 (1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4979

Salem, Oregon

January 23, 1957

SUBJECT: Beaver Slough Section
(Chrome Plant Overcrossing)
FAS 677, Coos County

To: Mr. Tom Edwards
OFFICE

In a meeting with Coos County officials on January 21st the county elected to include the roadwork from Station 37+00 to the Oregon Coast Highway as part of the subject named county FAS project. This roadwork is to include grading and the base and leveling course only with the bituminous wearing surface to be placed by Coos County without federal or state participation.

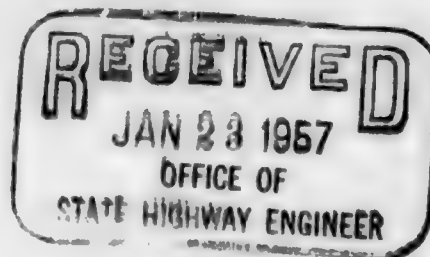
Also the county requested that removal of that part of the existing structure from the east end of the structure to the first bent west of the west concrete pier be included in the FAS contract with provisions that the members of the existing wooden truss over the railroad tracks be stockpiled adjacent to the east end of the structure for county use. The county will remove the balance of the existing structure and dispose of the stockpiled truss members.

Based on a rough cost estimate furnished by Mr. Barbee of \$250,000 (\$175,000 for the new structure and \$75,000 for the roadwork) an additional \$62,000 will be added to the \$188,000 originally programmed. Funds in addition to the above are available if required.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: G. S. Paxson ✓
P. M. Stephenson
V. G. O'Neil
Frank Hall



NOTED
G. S. PAXSON

RECEIVED
JAN 23 1957

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 22, 1957

Mr. Howard Morgan
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 208-Chrome Plant Overcrossing
S.P. Co. (Coos County)

Dear Sir:

Herewith I hand you original and four copies of answer of
the State Highway Commission in the above entitled matter, your
Docket F-2567.

Two of the copies are for service upon Southern Pacific
Company, one copy is for service on the County Court of Coos County
and the other is for service upon Mr. John M. Eaton, District
Attorney, IOOF Building, North Bend, Oregon.

Very truly yours,

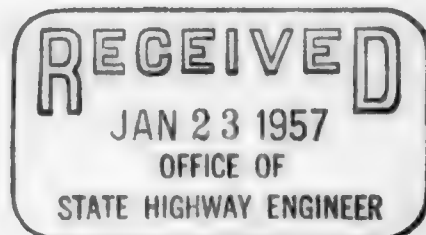
J. W. DeSOUZA
Assistant Counsel

JWD:RN

ENCL.

cc: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson with copy of Answer
Mr. F. D. Morgan
Mr. Robert L. May, Jr. " " " "

NOTED
FORREST COOPER



RECEIVED
JAN 21 1957

FOR FILING

FORM 8-308-28M 8-55-51209

330117

4979

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

January 18, 1957

SUBJECT: Pux 208-Chrome Plant C-Xing
S.P. Co. (Coos County)

To: Mr. P. M. Stephenson
Bridge Engineer
Office

On January 16, I discussed with the County Judge and Commissioners of Coos County the Chrome Plant Overcrossing project, and, I am filing the petition of the County with the Public Utilities Commissioner this date.

During the discussion it was indicated that the County might desire to remove the existing structure for salvage of materials, which it was thought the County might desire to use.

I stated that I thought it might be desirable to have the State's contractor remove at least that part of the existing structure across the right of way of Southern Pacific Company, as otherwise Southern Pacific Company might require the County to furnish public liability and property damage insurance in addition to that which will have to be carried by the State's contractor. No definite decision was reached, but I think that the County will want to remove that portion of the present structure which is outside of the railroad right of way. I would suggest that the matter be taken up further with the County before calling for bids.

J. W. DeSOUZA
Assistant Counsel

JWD:RM

cc: Mr. G. S. Paxson
Mr. Forrest Cooper ✓

NOTED
FORREST COOPER



RECEIVED
JAN 21 1957

FOR FILING

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

January 18, 1957

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Mr. Howard Morgan
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 208-Chrome Plant Overcrossing
S.P. Co. (Coos County)

Dear Sir:

At the request of the County Court of Coos County, I am transmitting to you herewith original and two copies of application of Coos County for the construction of what is known as the Chrome Plant Overcrossing structure over the tracks and right of way of Southern Pacific Company and for the removal of the existing overcrossing on the North Bank Market Road in Coos County.

Two of the copies are for service upon Southern Pacific Company. It will not be necessary to make service upon the Highway Commission.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

cc: Mr. James W. Harrison
County Judge
Coquille, Oregon
Mr. John H. Eaton
District Attorney
IOOF Building
North Bend, Oregon
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. P. M. Stephenson with copy of petition
Mr. Frank Morgan
Mr. Robert L. May, Jr. with copy of petition

NOTED
FORREST COOPER

CON RSB FROM COQ 79 11-20 114P

NOTED
C. G. SWENSON

TOM EDWARDS WITH CV TO F B KLABOE ROSEBURG

HEREWITH, SEQUENCE OF EVENTS ON CHROME PLANT OVERCROSSING PROJECT.

1. OCTOPER 12

HAGEDORN AND GEORGE BAKER VIEWED AREA WITH MR. ROBB, MR. HUDDLESTON, MR. TRUE AND MR. CREWS. COUNTY OFFICIALS REQUESTED PARTIAL STAKING OF 4 DEGREE CURVE.

2. OCTOBER 19, 7 DEGREE CURVE STAKED IN FIELD.

3. OCTOBER 26, 4 DEGREE CURVE BACKED IN TO RAILROAD.

4. OCTOBER 29.

HAGEDORN LEFT MESSAGE AT COUNTY ENGINEERING OFFICE THAT AREA LINES WERE STAKED IN THE FIELD.

5. OCTOBER 29.

MAP AND PROFILE DELIVERED TO ROSEBURG OFFICE.

6. NOVEMBER 20²⁰

ROBB, HUDDLESTON, MORGAN AND HAGEDORN VIEW STAKED 7 DEGREE AND 4 DEGREE CURVE IN FIELD. COUNTY OFFICIALS REQUEST WE STAKE 6 DEGREE CURVE WITH 450 FOOT SPIRALS. THIS WILL BE DONE BY NOON NOVEMBER 22. COUNTY OFFICIALS TO INSPECT NOVEMBER 22 AND APPROVE THIS LINE OR SELECT ALTERNATE.

7. NOVEMBER 21.

COUNTY DECISION TO BE TRANSMITTED TO EDWARDS.

F D.

F D MORGAN, DIVISION ENGINEER

END/LP RSB

RSB MR MORGAN ADVISES THAT HE WILL RETURN R TO ROSEBURG BY WAY OF NORTH BEND AND REEDSPORT

VOTTTTOTTMTM

RECEIVED
NOV 21 1956

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FORM E-30X-90M-11-55-90235

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE J. F. H.

Roseburg, Oregon

Nov. 19, 1956

SUBJECT: Chrome Plant Overcrossing

To: Tom Edwards
Construction Engineer
Salem, Oregon

Reply is made to your letter of November 16th regarding the contacting of Coos County Engineer, Mr. Floyd Robb, regarding the Chrome Plant Overcrossing.

The following is quoted from my diary from August 16, 1956, as follows:

"With Floyd Robb, Coos County Engineer, and Mr. True, Coos County Commissioner, inspected proposed alternate connection at Chrome Plant County Road. Right-of-way costs of other line was too high. Alternate looks okay, will require additional lanes along Highway #101."

When I contacted Mr. Robb and Mr. True on the above stated date, they seemed to be in complete accord with the alternate location which I showed to them as outlined on a print which I have in my possession, Drawing #12746. This alternate location, at that time, showed a 7° curve with a central angle of 47°±.

I will contact Mr. Robb at 10 o'clock tomorrow morning and go over this matter with him, but at the present moment I can see no reason for their complaint.

F. D. Morgan
F. D. Morgan
Division Engineer

dls
cc: P. M. Stephenson

NOTED
JOHN D. GRAHAM

Memo to Files

Re: Chrome Plant Overcrossing,
FAS 677, *Coro* ~~Large~~ County.

8/13/56

NOTED
V. R. JONES

NC
Harold C. Ayers

NOTED
J. W. GATTELL

Floyd Robb called and said after looking at Chrome Overcrossing site in field it appears that something between a 4° and 5° curve would fit very nicely and county wishes us to revise our plans and overcrossing design accordingly. Job should be sent back to division.

John F. Hagemann

44-13

COOS COUNTY COURT

COQUILLE, OREGON

August 10, 1956

JAMES W. HARRISON, COUNTY JUDGE
FRED A. KRUSE, COUNTY COMMISSIONER
F. D. TRUE, COUNTY COMMISSIONER

NOTED
Harold C. Ayers

NOTED
V. R. JONES

✓
John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Dept.
Salem, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Mr. Cattrall:

The Coos County Court hereby requests the State Highway Department to prepare a joint application to be presented to the P. U. C. Commission for a permit to construct an overcrossing over the Southern Pacific Railroad track near the Chrome Plant on the North Fork County Market Road No. 5.

This structure is to replace the overpass now in use located in Section 21, Township 27 South, Range 13, West Willamette Meridian, Coos County.

Very truly yours,

COOS COUNTY COURT

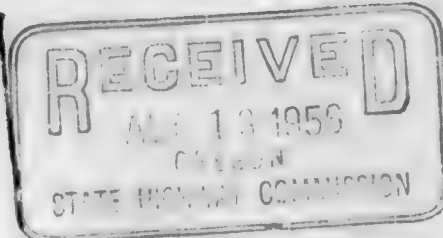
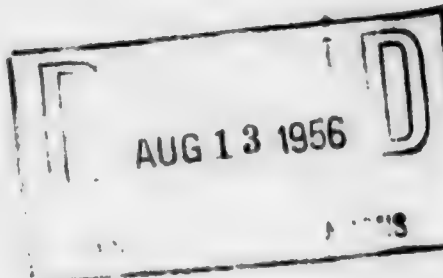
James W. Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

F. D. True
F. D. True
Commissioner

JW:js

cc: County Highway Dept.



RECEIVED
AUG 3 1956

FOR FILING

FORM 820-12 1/2 IN-8-55-011200

8-330 (1)
4979

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 31, 1956

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
W. C. WILLIAMS
REFERRED TO

W. Williams
By State Highway Engineer

Please handle

In a letter dated July 27, 1956, addressed to Mr. J. W. DeSouza, Mr. P. M. Stephenson, Bridge Engineer, requested that this office represent Coos County in the matter of the application of Coos County for reconstruction of the Chrome Plant Overcrossing of the Southern Pacific Company tracks on a county road, known as North Bank Market Road, that is a Federal Aid Secondary Highway north of Coquille.

Under the provisions of the Federal Aid Highway Act of 1921, as amended, all Federal Aid Secondary funds expended on county roads must be effected by construction contracts awarded by the Highway Commission. Therefore, the Oregon State Highway Commission would be a proper party in any petition to the Oregon Public Utilities Commissioner with respect to a railroad grade crossing or grade separation. Inasmuch as the road is a county road and under the jurisdiction and control of the county and since the county will have full responsibility for maintenance of the road, including the grade crossing or grade separation, after completion of construction the county also should be a party to the petition before the Public Utilities Commissioner.

The District Attorney is the legal representative of the county, and we cannot usurp the right and authority of the District Attorney to represent the county in proceedings before the Public Utilities Commissioner. As between our office and the several counties there is no attorney-client relationship, and we have no authority to represent a county or to bind the county by stipulation, statement or the submission of evidence at a hearing before the Public Utilities Commissioner.

I suggest in the handling of such petitions before the Public Utilities Commissioner that this office prepare the petition setting forth the State of Oregon, by and through the State Highway Commission, and the County, by and through its County Court, as joint petitioners, and that the petition be forwarded to the County Court for execution by the County Court or their legal representative and that the County Court be requested to have representation at the hearing either by members of the Court or the District Attorney.

Page 2.

Mr. R. H. Baldock
State Highway Engineer

This procedure should be called to the attention of the County Court at the time they are contacted by County and City Relations Department or any other representatives of the Highway Department concerning the construction project. If this procedure meets with your approval we will follow the same in preparation of the petition with respect to the replacement of the overcrossing structure above referred to.

C. W. Enfield
C. W. ENFIELD
Chief Counsel

CWE:hg

cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. John W. Cattrall
Mr. J. W. DeSouza



July 5, 1956

Mr. Floyd Robb
Coos County Engineer
P. O. Box 666
Coquille, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Mr. Robb:

Enclosed are four copies each of six option forms and one easement description covering right-of-way in connection with the Beaver Slough section of FAS 677. Files Nos. 25159 and 25180 and a portion of 25158 are not required in connection with the overcrossing structure and you may not wish to acquire these properties at this time. Please advise this office when right-of-way negotiations have been completed.

We are forwarding under separate cover three prints of the right-of-way map.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

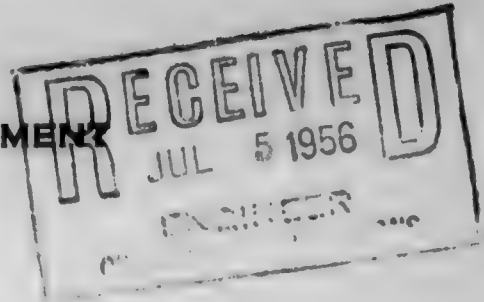
John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 3, 1956
Salem, Oregon



SUBJECT: Options-County
Beaver Slough Section
No. Bank Market Road

To: Mr. John W. Cattrall
County & City Relations Engr.
OFFICE

L

Attached you will find six option forms and one description in quadruplet covering right of way to be acquired in connection with the Chrome Plant R. R. Overcrossing Section of the North Bank Market Road in Coos County, together with copies of Statements of Information. This contract is scheduled for letting in August, 1956.

We are attaching three prints of Map No. 8B-2-23 covering this area and bearing our date of July 2, 1956.

File No.	Name	Area
25113	Coquille Valley Dairy Co-op	4.0 Acres
25114	Lois M. Clough	0.82 Acre
25158	J. W. Ruble et ux	0.90 Acre-Par 1
		0.28 Acre-Par 2
25159	Albert H. Mannelin et ux	0.13 Acre
25157	Lovina May Johnson	0.149 Acre
25180	Rupert Luckman	7.6 Acres
25161-Descript.	S. P. R. R. Co.	0.23 Acre

EAS

EARL F. SALING
Right of Way Office Manager

MM: jm
Encls: 6 Options-3 Prints
1 Description

cc: R. L. Porter
R. L. Byrum

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Salem, Oregon
June 6, 1950

Beaver Slough Section
FAS 677, Coos County

Mr. Forrest Cooper
OFFICE

J. F. HAGEMANN

This section of FAS 677 was surveyed in order to determine the proper location for the Chrome Plant Overcrossing which the Bridge Division is presently designing. The amount of roadwork, if any, which will be included in the FAS project will be dependent upon the cost of the overcrossing structure. It is suggested that the field data be held until an estimate for this structure is available at which time we will consult with Coos County to determine the limits of the project.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: P. M. Stephenson, Bridge Engr.

PACIFIC NORTHWEST ALLOYS, INC.

P. O. BOX 6247 HILLYARD STATION

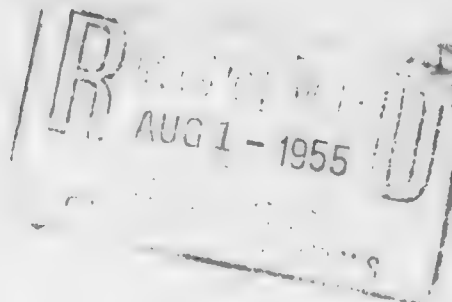
SPOKANE, WASHINGTON

TELEPHONE
HUDSON 6421

July 28, 1955

NOTED
J. HAGEMANN

NOTED
J. W. CATTRALL



NOTED
Harold C. Ayers

The Honorable County Court of Coos County
County Court House
Coquille, Oregon

Attention Judge J. R. Harrison

Re: North Bank overhead trestle above the swamp and railroad on Market
Road 5

Gentlemen

Upon completion of processing Chromite from Government Stockpile North of Coquille we must, if our operation is to continue, haul at least two hundred tons per day of sand concentrates from the Seven Devils area and across this North Bank road trestle. This necessitates movement in truck loads of a minimum of ten tons of ore per truck.

Haulage must commence by August or early September of next year, 1956. Your plans for improvement of this crossing we hope may be pushed forward to permit the earliest possible haulage over this road.

We have already made a substantial plant investment on the Government Stockpile properties, are operating on six day week, three shift basis giving employment to some twenty men, and are developing a sound new industry in exploiting another natural resource. If we can have this proposed road improvement we are prepared to make a further sizable investment in mining facilities, to contribute further to taxable assets of the County and to add further employment and payroll.

We respectfully ask your early attention to this matter and will appreciate such prompt action on this road as you may find possible. Please call me on any questions with respect to our plans and I will be glad to meet you at your convenience.

Very truly yours

PACIFIC NORTHWEST ALLOYS, INC.

Geo. E. Murphy
Manager

GEM:ja

cc: Mr. John W. Cattrall
Mr. Floyd Robb

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

July 6, 1955

Coos County Court
Court House
Coquille, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

On June 30th the Highway Commission approved the addition of the Chrome Mine-Chrome Plant County Road which has been assigned route number FAS 677 and approved the project for the Chrome Plant Overcrossing as shown in the attached tabulation.

See S.T. #99

The route addition has been submitted to the Bureau of Public Roads for approval. In the meantime we will proceed with the survey and bridge design as rapidly as available personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

COOS COUNTY
PROPOSED PROJECT

FAS 677 - Chrome Plant Overcrossing Section, \$188,000. This structure is located approximately 3 miles northwest of Coquille and immediately north of the Chrome Plant.

The proposed project is to replace the existing 760' long timber structure over the S.P.R.R. tracks with a new structure having a 26' roadway.

The \$188,000 programmed represents the estimated total of FAS funds presently available to Coos County. The structure alone will probably require most of the available funds; however, the survey should include sufficient roadwork to tie in with the existing road on desirable alignment. After the bridge has been designed and a firm cost estimate available, the county will be consulted and a determination made as to the amount of roadwork to be included in the FAS project. Any required roadwork not included in the FAS project will be performed by the county. A 30' wide roadway is contemplated for the road approaches.

The location being considered for the new structure is directly south of and adjacent to the existing structure; however, the project should be discussed with Floyd Robb, County Engineer, before making the survey.

NOTE:

Approved by Highway Commission 6/30/55.

Lab 55.21

6/15/55

S-167(2) Middle Fork Malheur River 1957
Br. (Const. reinf. deck
cylinder bridge)
#1080

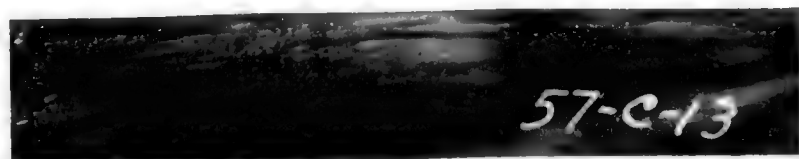
14579 758

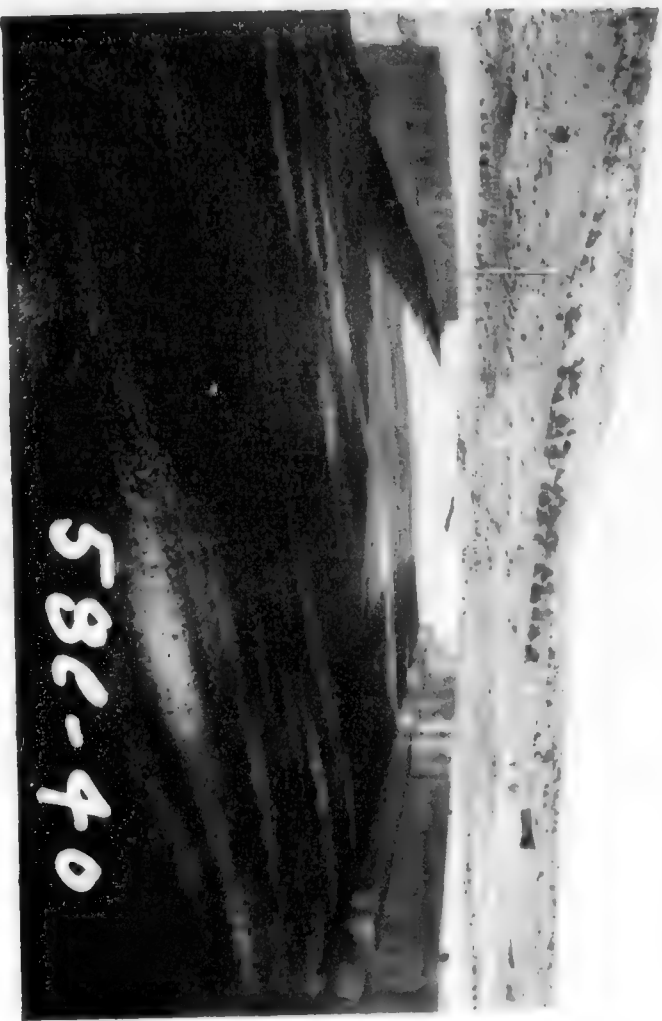
FAS 458 County Hagerman Contract No. 4980

Section _____

Location _____

10-14-58





58c-40



58c-41



57-c-14



57-c-13

1/10/18 Henry Rd 408
Henry Rd 408

1/10/18 Henry Rd 408
Henry Rd 408

4/10/18 Henry Rd 408
Henry Rd 408

4/10/18 Henry Rd 408
Henry Rd 408

INVOICE

NOTED
Harold C. AyersNOTED
John P. Hagmann

Oregon State Highway Department

SALEM, OREGON

Invoice No. 56553

Date July 22, 1958

Your Req. No.

Billing Request No. 88 427

Credit Distribution 513-1035-297

Harvey County
Barnes, Oregon

Allen County Court

NOTED
V. R. JONES

Final billing: Middle Fork Malheur River Bridge, FAS 458, covered by agreement dated June 6, 1957.

Original advance deposit
Less amount previously transferred
Balance in advance deposit fund7,740.00
6,740.00

1,000.00

County share cost as per attached statement
Less amount previously transferred7,095.65
6,740.00

355.65

To be Refunded

8 644.35

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$-----

By -----

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 22, 1958

Harney County Court
Courthouse
Burns, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Middle Fork Malheur River Bridge on FAS 458. As per the attached cost statement, a refund of \$644.35 is due the county. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed 12/13/57

ITEMIZED STATEMENT OF FINAL COSTS

County Harney Contract No. 4980 Date 7/21/58
 FAS 458 Section Middle Fork Malheur River

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement.				\$34,142.59
Construction engineering.				<u>2,001.71</u>
TOTAL CONSTRUCTION COSTS.				\$36,806.30
FEDERAL FUNDS COLLECTED FOR PROJECT				\$22,615.00

AGREED COUNTY SHARE

50% of difference between total costs and federal funds

$(\$36,806.30 - \$22,615) \times 1/2 = \$7,095.65$

County advance deposit	\$7,740.00
Less County share	<u>7,095.65</u>
REFUND DUE COUNTY.....	\$ 644.35

JPH:mm

To **HARVEY HOMES, INC.** Dr.

Postoffice address **Burns, Oregon**

Work done to Dec. 13, 1957 Contract No. 4900

Prefix No. 513-1035-201(41) Estimate No. 6-71221

[illegible]

Work done to 200, 221, 221. Contract No. 221.

Section Middle Fork Malheur River Bridge

Prefix No. 513-1035-201(41) Estimate No. 6-12-201

[illegible]

Audited and approved by	Totals	\$4,142.79	33,366.60	876.49
Period covered 12/5/57 - 12/13/57	% Retained	-	2,500.15	2,500.15
Items Count, 4900 - Ret, 6 Final	Total Payments	\$4,142.79	30,685.95	3,456.64

Computed by H. Hahn..... Checked by

Collins

Engineer E. Rodriguez

To be paid contractors, this estimate, \$ 2,456.64

APPROVED

Previous Voucher No. **27467**.....

OK. Mohu

State Printing

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

FOR

March 20, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1980
(VOUCHER NO.)

6 Final
(WARRANT NO.)

Harvey Homes, Inc.
(AMOUNT) (DATE)

5493

H207069

\$ 3,456.64 3/20/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchester
ACCOUNTING DIVISION

Specified completion date: 100 workdays from 7-10-57

Time Extensions: Extended to 105 workdays

Completion Date: Dec. 13, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 20, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 21 1958
EMA

NOTED ON CARD
EMA

RECEIVED
MAR 10 1958

FOR FILING

4980

CERTIFIED MAIL

Mar. 7, 1958

American Surety Co. of New York
David A. Lewis, Ass't Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4980 for Middle Fork Walheur River Bridge on the Drewsey Section of the Van to Drewsey County Road in Harney County was completed by the contractor, Harney Homes, Inc., on Dec. 13, 1957, and was formally accepted by the Highway Commission on Jan. 16, 1958.

Final payment in the amount of \$3,456.64 will be released to the contractor on or after Mar. 17, 1958. The total contract amount is \$34,142.59, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

em

RECEIVED
MAR 3 - 1958

FOR FILING

117.50
4.100

Mar. 3, 1958

Harney Homes, Inc.
Burns
Oregon

Gentlemen:

The State Highway Commission at its meeting held on Feb. 27, 1958, had under discussion your request for an extension of time from 100 workdays to 105 workdays within which to complete your contract No. 4980, for Middle Fork Malheur River Bridge on the Drewsey Section of the Van to Drewsey County Road in Harney County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Ivan D. Merchant
A. F. Parson
Enrique Rodriguez

NOTED ON CARD

CM

RECEIVED
FEB 14 1958

FOR FILING

1-7 (2)
4980

February 13, 1958

Request for Extension of Time
No. 1
February 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Middle Fork Malheur River Bridge
Contract No. 4980

Harney Hemen, Inc., contractors for the construction of the Middle Fork Malheur River Bridge, have requested an extension of time from 100 work days to 105 days.

A delay of over 20 days on the part of the State to deliver the contract to the contractor for execution is grounds for extending the contract time. In the particular instance, the State did not submit the contract to the contractor for execution within the required time by five days and, therefore, it is recommended that the five-day extension of time be granted the contractor without penalty.

This is an Oregon F&B project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. C. Williams
State Highway Engineer

EDM/mh
Attached

Contract 4980

Monthly Transaction No. 10-85	Form (5-29-51)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT		County Harney
			Project No. 8-167(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Middle Fork Malheur River Bridge, approximately 2.7 miles north of junction with FAP 31 (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction		
Other (Specify)	4/24/57	0.1

FUNDS	
Estimated total cost of project \$ 37,842.20	Federal funds \$ 23,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u><i>Charles Reynolds</i></u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u><i>[Signature]</i></u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u><i>C. J. Polk</i></u> Division Engineer Date executed by Division Engineer <u>October 14, 1957</u> RECOMMENDED FOR APPROVAL <u><i>[Signature]</i></u> HIGHWAY ENGINEER
--	--

USComm-DC 11169

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Middle Fork Vothur River Bridge
Van Drewsey Road
Harney County*

NATURE OF WORK:

Structure

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4980 Harney Homes, Inc. 6-27-57

DATE OF COMPLETION:

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-167(2)

MIDDLE FORK MALHEUR RIVER BRIDGE ON THE
VAN DUSEN ROAD IN HARNEY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1937

Type Code X021

Middle Fork Malheur River Bridge (Sta. 10+12 to Sta. 11+45) (Contract No. 4930)

Removal of Old Bridge & Maintain Traffic	All Required	\$	\$ 4,438.00
Structural Excavation	230 cu. yds.	20.00	4,600.00
Class "A" Concrete	248 cu. yds.	70.00	17,360.00
Metal Reinforcement	60,800 lbs.	0.13	7,904.00
8-inch Metal Drain Pipe	50 lin. ft.	2.00	100.00
	Subtotal		\$34,402.00
	10% Engr. & Cont.		3,440.20
	Total		\$37,842.20

Length of Structure - - - - - 0.025 Mile

Federal Funds - - - - -	\$23,400.00
State Funds - - - - -	7,221.10
County Funds - - - - -	7,221.10
	<u>\$37,842.20</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Total Necessary funds have been deposited by Harney County with the Highway Department.

RECEIVED
JUL 16 1957

FOR FILING

147 (2)
4980

Salem, Oregon
July 9, 1957

Instrument # 317
Finance # 168

FAS Project Agreements
Harney County
FAS 458

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Harney County covering the Middle Fork-Malheur River Bridge, FAS 458.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Harney County.

Secretary

in
Attach.

AGENDA
JUN 27 1957

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 21, 1957

SUBJECT: FAS Project Agreements
Harney County
FAS 458

To: Mr. Forrest Cooper
OFFICE

Attached are three copies of a finance agreement covering the Middle Fork Malheur River Bridge on FAS 458. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on March 28, 1957.

John D. Graham
John D. Graham

Office Engr., County & City Relations

JDG:mmm
Att.

AUTHORIZED BY HIGHWAY COMMISSION

DATE 3-28-57 Minute Page 32

2 agreements
2 COPIES TO
BE SIGNED

H. B. Seay
Secretary

A

4 copies of Minute "A" in Seay's
1 copy

RECEIVED
JUL 1 1957

FOR FILING

4-117-52
471

July 1, 1957

Harney Homes, Inc.,
Burns, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 498c for construction of the Middle Fork Malheur River Bridge at the town of Drewsey in Harney County.

This award was based on your bid of \$34,402.00 which was the low bid submitted to the Commission on June 6, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SLAC
P. M. Stephenson

NOTED
V. R. JONES

JUL 1, 1957

Harney County Court
Courthouse
Burns, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

This is to advise that Contract No. 4980 has been awarded to Harney Homes, Inc., for construction of the Middle Fork Malheur River Bridge on FAS 458. A copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONESNOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Harney County
Harris, Oregon

Attn: County Court

Invoice No. 51206

Date July 1, 1957

Your Req. No.

Billing Request No. co-333

Credit distribution: 513-1035-297

Advance Deposit

7,740.00

Partial transfer county's share total cost.
 Middle Fork Malheur River Bridge, FAS 458, covered by agreement
 dated June, 1957.

6,740.00

To be retained

\$1,000.00

NOTED
C. C. JONES

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$

By

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

June 7, 1957

Harney County Court
Courthouse
Burns, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

On June 6th a satisfactory bid for construction of the Middle Fork Malheur River Bridge on FAS 458 was received from Harney Homes, Inc., of Burns. As per the agreement between state and county the following advance deposit from the county is required prior to awarding a contract:

Bid Items	\$34,402.00
12-1/2% Eng'ring. & Contingencies	4,300.25
Estimated Total Cost.....	\$38,702.25

County Advance Deposit of 20%.... \$ 7,740.00

Please make this deposit by means of a check or warrant in the amount of \$7,740 payable to the Oregon State Highway Commission, forwarding same to this office. Receipt prior to June 26th of this deposit and signed copies of the agreements forwarded you on May 24th will permit award of a contract at the regularly scheduled Highway Commission meeting on June 27th and 28th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. C. JCM

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 10, 1957

Mr. Don C. Fieteau
Harney County Clerk
Courthouse
Burns, Oregon

NOTED
John F. Hagemann

Dear Sir:

Enclosed are two copies of a finance agreement, six copies of a maintenance agreement, and six copies of an encroachment resolution in connection with the Middle Fork Malheur River Bridge project on FAS 458 (Van-Drewsey County Road).

All copies of the above have been signed by the County Court and it would be appreciated if you would attest each copy with seal and return all copies of each agreement and five copies of the resolution to this office.

Your early attention to this matter would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:ma
Encl.

NOTED
C. G. SWENSON

- 6 - 57
RESOLUTION

OREGON PROJECT S-167(2)
FAS 458

WHEREAS, a county road in Harney County, State of Oregon, known as the Van-Drewsey County Road, is routed through the County of Harney, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Harney County, the section adopted for improvement being more particularly described as follows; to wit:

A 133' long reinforced concrete bridge over the Middle Fork of the Malheur River at Drewsey.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Harney will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Harney County, Oregon, that no encroachments will be permitted on the county road known as the Van-Drewsey County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Harney County, Oregon, this 6th day of June, 1957.

By:

County Judge

County Commissioner

County Commissioner

ATTEST:

County Clerk

NOTED
Harold C. Ayers

May 24, 1957

Harney County Court
Burns, Oregon

NOTED
John F. Hagemann

NOTED
V. R. JONES

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Middle Fork Malheur River Bridge on FAS 458 upon which bids will be received June 6th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$40,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than June 3rd.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

MEMO TO J. W. NASH

file
NOTED 4/9/57
Harold C. Ayers

FAS 458, MIDDLE FORK MALHEUR RIVER BRIDGE
HARNEY COUNTY

This bridge is located at Drewsey approximately 2.7 miles north of the junction of FAS 458 with FAP Route 31.

Construct a reinforced concrete bridge 133' in length having a horizontal clearance of 24' on the same site as the existing bridge. The county will construct road approaches as required without federal cooperation. These road approaches will be constructed in accordance with approved state standards to a gravel wearing surface 24' wide.

Right-of-way width: 60'.

Funds:	Federal	\$24,000
	State	8,000
	County	8,000
	Total	\$40,000

NOTED
John F. Hagemann

The existing structure is an untreated timber bridge composed of 38' of pile trestle approaches with an 80' long truss having a horizontal clearance of 19'-4". This bridge has deteriorated and is no longer adequate for present traffic. The existing roadway has a selected topping wearing surface 22' in width constructed under Oregon Project S-167(1).

No substandard alignment and grade.
Major structures described above.
No railroad crossings within project limits.
No airport involved.
Not affected by water development project.
No FAS route revision or addition involved.

Supporting data for this route submitted under Oregon Project S-167(1), East Unit, Van-Drewsey ~~Sertigan~~ Section.

NOTED
C. G. SWENSON

JFH:mm

March 29, 1957

NOTED
Harold C. Ayers

Harney County Court
Courthouse
Burns, Oregon

NOTED
John F. Hagemann

file: 400 458

Gentlemen:

On March 28th the Highway Commission approved the county FAS projects in Harney County as described in the attached tabulation which is believed to conform with the county's initial request. The Buchanan-Crane surfacing project on FAS 696 has been canceled.

If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mmm
Att. - 57-c

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

HARNEY COUNTY
PROPOSED PROJECTS

FAS 458 - Middle Fork Malheur River Bridge, \$40,000. This bridge is located at Drewsey approximately 2.7 miles north of the junction of FAS 458 with the Central Oregon Highway (FAP Route 31).

The proposed project is to replace the existing untreated timber structure with a reinforced concrete bridge having a horizontal clearance of 24'. The FAS project will include removal of the existing bridge and provisions for a detour. After existing bridge has been removed any usable material from this bridge is to be stockpiled at the bridge site for county use. During summer months the detour can consist of a fill and pipe adjacent to the present bridge site. For this reason it is quite urgent that this project be contracted in June or July of this year. The county will construct road approaches as required without federal cooperation.

The \$40,000 programmed is based on a preliminary estimate provided by the Bridge Division.

FAS 459 - Silvies River Bridge, \$25,000. This bridge is located approximately 3 miles north of the junction of FAS 459 with the Central Oregon Highway (FAP Route 31) in Burns.

The proposed project is to replace the existing untreated timber structure with a new reinforced concrete bridge on treated timber piling having a horizontal clearance of 24'. The FAS project will be for the structure only including removal of the existing bridge. Any salvagable material from the existing bridge is to be stockpiled at the bridge site for county use. No detour will be required. Any required road approach work will be performed by Harney County.

The \$25,000 programmed is based on a preliminary estimate provided by the Bridge Division.

LEE WILLIAMS
Commissioner

C. W. CRADDOCK
County Judge

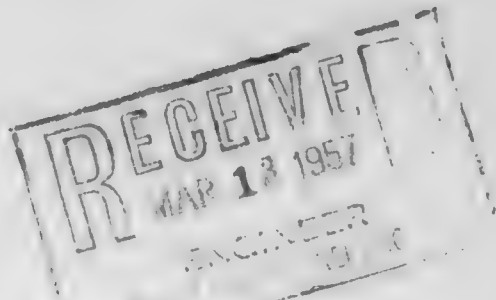
JACK DRINKWATER
Commissioner

County Court for Harney County

BURNS, OREGON

March 12, 1957

NOTED
Harold C. Ayers



Marion G. Swenson
State Highway Engineer for
County & City relations
State Highway Commission
Burns, Oregon

Dear Sir:

Harney County is to build a new bridge across the Malheur River at the mouth of the
under the F.A.S. Bridge; also to build a new bridge across the
Stevens River, approximately one and one-half miles
north of the north city limits of Burns.

For further information you are referred on
this you may contact your engineer, Mr. Swenson, as
he has made the investigation.

The bridge at Burns is our other one pro-
ject.

Very truly yours,

HARLEY J. CRADDOCK

BY

C. W. Craddock
JUDGE.

CWC/it

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 12, 1957

SUBJECT: Drewsey Bridge No. 1966-A
on Drewsey-Van FAS Road

To:

Mr. Clarence G. Swenson
County and City Relations Engineer
Office

Attention: Mr. John F. Hagemann

RECEIVED
MAR 13 1957

Confirming my conversation of this date in regard to programming a new bridge over the Middle Fork of the Malheur River at Drewsey in Harney County, our estimate of cost for a bridge at this site is \$37,000, including 12% for engineering. The bridge required will be a 3-span continuous concrete structure with the end bents on piling, 132' long with a 24' roadway.

During the construction, a detour will have to be maintained, which during the summertime, can be carried in a 72" corrugated pipe. By using a pipe and fill for the detour, the contractor will be able to utilize the existing bridge for falsework for the new structure. The existing bridge consists of a 85' timber Howe truss consisting of five panels 17' long. This truss has a 20' trestle span on each end. The supports are timber frame bents.

The above estimate includes \$2500 for removal of the old bridge and maintenance of traffic.

We also looked at a second bridge in Burns on the road north from Burns also on a FAS highway, which they contemplate replacing. This bridge would be replaced with 5-25' precast concrete beam spans on treated timber piling with a 24' roadway. Traffic would not have to be maintained during the construction of this bridge. The estimated cost for this structure is \$22,000, including 12% for engineering contingencies.

NOTED

C. G. SWENSON

EGR/mm

cc: P. M. Stephenson

E. G. Ricketts

Assistant Bridge Engineer

E. G. Ricketts

*Written up
for programming
1-1-57*

*1 are grade
2 to 2 1/2
rd. work?
The pipe at H. will
be 48" pipe
C. Hagemann*

Silver River

7m 48"

48"

13-8309 Burns Rock Production Proj. 1957
#4981

RECEIVED
JUN 21 1958

FOR FILING

13-8309
(CONTRACT NO.)
4981
(VOUCHER NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 17, 1958

(EST. NO.)

(CONTRACTOR)

8 Final
(WARRANT NO.)

C. E. Lesberg
(AMOUNT)

(DATE)

12979

H214638

\$ 1,104.83

7-17-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 90 workdays from July 15, 1957

Time Extensions: None
Completion Date: Apr. 5, 1958
Date Accepted: June 19, 1958
Penalties: None of record
Claims: None of record

Remarks:

Date: June 23, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 23 1958
[Signature]

NOTED ON CARD
[Signature]

RECEIVED
MAY 29 1958

FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
May 26, 1958

Mr. C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

Burns Rock Production
Central Oregon and
John Day-Burns Highways
Contract No. 6781

Dear Sir:

I have had an investigation made into the circumstances surrounding your claim for additional compensation as set forth in your letter of May 10th. With your letter of May 10th you also submitted a letter dated November 1, 1957, which you had addressed to Division Engineer Parson. Mr. Parson advises that he had Assistant Division Engineer E. G. Bickmore contact you and you indicated at that time that you would not press your claim further. The background of your claim seems to be as follows:

1. The contract was awarded June 27, 1957.
2. You did not move onto the job until September 20, 1957.
3. In early October there was considerable rain in the area.
4. Between September 20th and the first part of October you did produce 600 yards of suitable material out of the named acceptable source at M.P. 52.0, John Day-Burns Highway.
5. Following the rains, this material did not readily screen out due to the fouling of the screens.
6. Due to the aforementioned difficulties with the screening of this material, you suggested a change in location and you were advised that the State had no objection to your moving into a different portion of the pit.

In view of the above facts, which indicate that had this job been started during the dry weather specification material could have

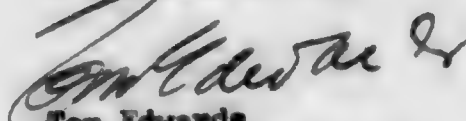
Mr. C. E. Laseberg

- 2 -

May 26, 1958

been produced from the designated acceptable source of material and that the separating of suitable material from unsuitable is an operational problem of the contractor (covered by Article 2.13.10 of the General Specifications) your claim for additional compensation is denied.

Very truly yours,



Tom Edwards
Construction Engineer

cc Forrest Cooper ✓
A. F. Parson

LHY:js

RECEIVED
MAY 22 1958

FOR FILING

13-8309

4861

May 21, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4981 for the Burns Rock Production Project on the Central Oregon and John Day-Burns Highways in Harney and Grant Counties was completed by the contractor, C. E. Loseberg, on Apr. 5, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of \$1,104.83 will be released to the contractor after acceptance by the Commission. The total contract amount is \$36,827.51, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

LM

COMMISSIONERS

M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 21, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4981 for the Burns Rock Production Project on the Central Oregon and John Day-Burns Highways in Harney and Grant Counties was completed by the contractor, C. E. Leseberg, on Apr. 5, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of \$1,104.83 will be released to the contractor after acceptance by the Commission. The total contract amount is \$36,827.51, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

Reply
We do not find any record of
this Bond - Will you please
send us 1 copy - if it's ours,
Thanks R. Mahle

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

13-8309

For Week Ending April 19, 1958.

Section Burns Kind of work Rock Production
 Highway Central Oregon & John Day-Burns County Harney & Grant Section prefix 13-8309
 Contractor C. E. Leseberg Contract number 4981
 Date of contract June 27, 1957 Specified work days 90
 Date work started September 20, 1957 Work days used 102
 Project authorization \$ 41,850.00 Per cent of time elapsed 113.3 %
 Exclusive of engineering \$ 38,474.00
 Estimated cost of completed project, exclusive of engineering \$ 36,911.64
 Estimated per cent overrun or underrun 4.1 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 2,976.00
 Engineering cost to date \$ 2,891.67, 97.2 % Date project was completed April 5, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

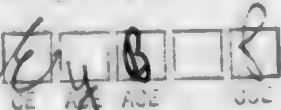
Field crew measured the stockpile at M. P. 160.7, Central Oregon Highway, Monday of this week. Semi-final sent to the Division Office, Friday of this week.

Final Report this project.

CONSTRUCTION DIVISION
RECEIVED

APR 21 1958

NOTED



Noted
 A. N. Juva

Signed

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.
 State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			12,000		
Total quantities corrected to date			11,973.55		
Estimated quantities moved or placed to date			11,973.55		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	Showers		
Friday	Cloudy		
Saturday			

RECEIVED
JUL 1 1957

FOR FILING

13-7357

4181

July 1, 1957

Mr. C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

Dear Mr. Leseberg:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4981 for the Burns Rock Production Project on the Central Oregon and John Day-Burns Highways in Harney and Grant Counties.

This award was based on your bid of \$37,200.00 which was the low bid submitted to the Commission on June 6, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

21-1045 Waldport-Yachats Paving Proj. 1957
#4982 on the Oregon Coast Hwy.

RECEIVED
OCT 16 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 14, 1957

21-1045
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4982
(VOUCHER NO.)

2 Final
(WARRANT NO.)

Babler Bros. Inc. and
Rogers Construction, Inc.

(AMOUNT)

(DATE)

23270

W1939Ch

\$ 6,678.53

10-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske

ACCOUNTING DIVISION

Specified completion Date: **60 workdays from July 15, 1957**

Time Extensions: **None**

Completion Date: **Aug. 6, 1957**

Date Accepted: **Sept. 12, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Oct. 15, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 15 1957
GC

RECEIVED
OCT 14 1957
FOR FILING

W. C. WILLIAMS

FINAL COST ANALYSIS
Waldport-Yachats Section

Paving

Contractors-Babler Bros. Inc. & Rogers Constr. Co.
Resident Engineer: Richard Lytle

October 4, 1957
Oregon Coast Hwy.
Prefix-21-1045

Contract #4982

21-1045

4982

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Blade Grader	74	Hour	\$10.00	\$ 9.42	\$ 697.43	\$ 740.00
Front End Loader	61	Hour	8.00	6.70	408.47	488.00
Dump Trucks	167.5	Hour	6.00	5.60	939.53	1,005.00
Asph. Conc. Mix. in Patching	525.585	Ton	7.00	5.49	2,885.60	3,679.10
Asph. Conc. Mixture	8,487.975	Ton	5.75	5.33	45,269.71	48,805.86
85-100 Asph. in Mixture	415.802	Ton	35.00	33.77	14,040.63	14,553.07
3/4"-0 Mat'l in Shoulders	2,584	C.Y.	3.50	3.39	8,764.13	9,044.00
PA# 1 Excess 85-100 Asph.	3.538	Ton	32.40	32.40	114.63	114.63
Force Account					<u>671.67</u>	<u>671.67</u>
					<u>\$73,791.80</u>	<u>\$79,101.33</u>

Gross Revenue \$79,101.33

Total Cost 73,791.80

Profit \$ 5,309.53

Net profit equals 6.7% of Gross Revenue.

RECEIVED
OCT 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Waldport-Yachats
Contract #4982

DETAIL OF COST:

Labor

Labor Insurance

\$9,719.59

Health & Welfare

490.24

197.53

\$10,407.36

MATERIALS

Paving Aggr. Purchased from Kauffman

21,272.00

3/4"-0 Aggr. Purchased from Kauffman

6,449.80

85-100 Asphalt

11,340.54

Freight on Asphalt

1,992.34

\$41,054.68

EQUIPMENT RENTALS & MISC. SUPPLIES

Equipment Rental Owned

5,944.55

Equipment Rental Hired

6,033.80

Gas, Oil & Grease

1,751.53

P.U.C.

175.40

PL & PD Insurance

121.49

Bond

474.61

Move In, Freight & Cartage

3,028.74

Heating Oil

1,635.59

Small Tools & Misc. Supplies

791.01

Home Office & Gen. Overhead

2,373.04

\$22,329.76

\$73,791.80

Waldport-Yachats
Contract #4982

REMARKS:

This was a State Project calling for the paving of 8.49 miles highway roadway on the Waldport-Yachats Section of the Oregon Coast Highway in Lincoln County.

The contract was bid June 6, 1957, and awarded June 27, 1957. Work started July 15, and the project was completed August 3, 1957.

The contractor moved in one grader, 1-front end loader and three 6 c.y. dump trucks on July 15, and started widening and reshaping the shoulders on this section. Good progress was made on this item.

The contractor purchased the paving aggregate from L. R. Kauffman, who has a crushing plant located on the Eckman Road approximately 4.3 miles from the City of Waldport. Mr. Kauffman manufactured, hauled and stockpiled the material at a site located 1 mile south of Waldport adjacent to the Oregon Coast Highway.

The contractor moved in and set up his continuous mix paving plant at the stockpile site and started paving July 22, 1957, working on the patching and spot leveling on the existing highway roadbed. This was completed July 25. Equipment used was five trucks, one Cat #12 grader, and one roller.

The placing of the Class "B" wearing surface was started July 26 and completed August 1, a total of 8488 tons being placed in 55 hours for an average of 154 tons per hour, which was good production.

Equipment used--one paving plant, one D-8 Cat and Dozer, seven hired trucks, one Barber Greene paver, two rollers.

The contractor had good bid prices, good equipment and supervision, but due to the high prices paid for the crushed aggregate, realized only a small profit on this project.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
OCT 2 1957

FOR FILING

21-1045
4412

Oct. 2, 1957

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4982 for paving on the Waldport-Yachats Section of the Oregon Coast Highway in Lincoln County was completed by the contractor, Babler Bros., Inc., on Aug. 6, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$6,678.53 will be released to the contractor on or after October 12, 1957. The total contract amount is \$79,101.33, of which amount \$671.67 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

EM

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 31 August, 1957.

Section <u>Waldport - Yachats</u>	Kind of work <u>Paving</u>
Highway <u>Oregon Coast</u> County <u>Lincoln</u>	Section prefix <u>21 - 1045</u>
Contractor <u>Babler & Rogers</u>	Contract number <u>4982</u>
Date of contract <u>27 June</u> , 19 <u>57</u>	Specified work days <u>60</u>
Date work started <u>15 July</u> , 19 <u>57</u>	Work days used <u>16</u>
Project authorization \$ <u>95,861.25</u>	Per cent of time elapsed <u>26.67</u> %
Exclusive of engineering \$ <u>89,044.45</u>	
Estimated cost of completed project, exclusive of engineering \$ <u>79,101.33</u>	
Estimated per cent ~~overrun~~ or underrun <u>11.17</u> %	
Per cent of contract completed, based on total contract price <u>100</u> %	
Engineering authorization \$ <u>6,816.80</u>	
Engineering cost to date \$ <u>3832.01</u> , <u>56.2</u> %	Date project was completed <u>5 August</u> , 19 <u>57</u>

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

August
 Semi - Final Estimate sent in Friday, 30 ~~SEPT~~, 1957.

FINAL REPORT ON THIS PROJECT.

CONSTRUCTION DIVISION
RECEIVED

Noted
 M. N. Juvo

Signed

Richard F. Little

Address

P. O. Box 37, Newport, Oregon

NOTED

Eng B

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.49	8.49			8.49
Miles partially completed					
Miles completed	8.49	8.49			8.49
Total estimated quantities (contract)	300 hrs.	2600			9100
Total quantities corrected to date	302.5 "	2584			9013.560
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	CLEAR		
Monday	CLEAR		
Tuesday	CLEAR		
Wednesday	CLEAR		
Thursday	CLOUDY A.M.		
Friday	CLEAR		
Saturday	CLEAR		

RECEIVED
JUL 1 1957

FOR FILING

4982

July 1, 1957

Babler & Rogers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4982 for the Waldport-Yachats Paving Project on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of \$84,210.00 which was the low bid submitted to the Commission on June 6, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

330-1714 Milton-Freewater (Poplar 1957
#1983 and W. Broadway Sts.)
Paving Proj.

RECEIVED
MAR 19 1958
FOR FILING

W. C. Williams

March 17th, 1958

FINAL COST ANALYSIS

Milton-Freewater (Poplar & Broadway)
Contract #4983

Paving

Russell Olson Construction Co.
J. H. Walker, Resident Engineer

City Streets
Prefix 330-1714

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Material in Base	750	Cu. Yd.	\$2.60	\$2.77	\$ 2,079.04	\$ 1,950.00
Sprinkling	44.16	M/Gal.	4.00	4.55	200.88	176.64
Class "B" Asphaltic Concrete	1,510.46	Ton	7.80	8.63	<u>13,115.86</u>	<u>11,781.59</u>
					\$15,395.78	\$13,908.23

Total Cost \$15,395.78

Gross Revenue 13,908.23

Net Loss \$ 1,487.55

Net Loss Equals 10.69% of Gross Revenue

NOTED
W. C. WILLIAMS

RECEIVED
MAR 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Labor:

Labor and Supervision	\$2,807.94	
Labor Insurance	157.92	
Health and Welfare	<u>85.60</u>	
		\$ 3,051.46

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	\$1,299.72	
" " , Hired	2,911.20	
Gas, Oil and Grease	207.73	
Fuel Oil (For Heating Asphalt)	316.63	
Bond	70.65	
Small Tools and Misc. Supplies	176.94	
Home Office and General Overhead	<u>417.25</u>	
		5,400.12

Materials:

85-100 Asphalt	90.6 Ton	at \$27.00	\$2,446.20	
Freight on Asphalt			797.28	
3/4"-0 Mat'l. in Base	750 Cu. Yd.	" 1.50	1,125.00	
Aggregate in Mixture	1,208.37 "	" " 2.00	<u>2,416.74</u>	
				6,785.22

Sprinkling: Purchased, Hauled and Placed by Others 158.98

Total Cost \$15,395.78

Remarks:

This was a "City Project", financed by State and City, as their interests may appear, without aid from the Federal Government. This project consisted of the construction of 0.38 mile of stone base and shoulders, involving 750 cubic yards of crushed material, and the construction of 0.38 mile of asphaltic concrete pavement, involving 1,510.46 tons of asphaltic concrete.

This project was bid June 6th, 1957, awarded June 27th, and completed September 25th, 1957.

The contractor began hauling and placing 3/4"-0 crushed material in leveling course on Friday afternoon, August 30th, 1957. The contractor had been delayed in starting on the project because the City hadn't completed placing the base. The level course was complete the following week.

The paving plant was moved in and set up during the week of September 6th. Paving operations were not started until Monday, September 16th, and were completed Wednesday, September 25th, 1957.

A series of events caused the loss to the contractor on this project. The bid on this project was submitted in anticipation of additional work directly with the City of Milton-Freewater; therefore, very low bids were made. The fact that the City didn't complete the base as anticipated caused a change in plans by the contractor because of other commitments. A new crew had been hired to set up and run the paving plant, therefore causing additional setup expense. The weather conditions interfered some in the completion of the project.

M. N. Juve
Chief Cost Analyst

By . . . Gordon K. Hanson

RECEIVED
DEC 16 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 10, 1957

files

330-1714
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1981
(VOUCHER NO.)

3 Final
(WARRANT NO.)

Russell Olsen Construction Co.
(AMOUNT) (DATE)

27652

H198343

\$ 581.59

12-10-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **50 workdays from July 15, 1957**

Time Extensions: **Extended to 70 workdays**

Completion Date: **Sept. 25, 1957**

Date Accepted: **Oct. 1, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-11-57**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 12 1957
G.P.W.

VOTED ON CARD
ONE

RECEIVED
DEC 3 1957

FOR FILING

330-111
4713

Dec. 2, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4983 for paving on the Milton-Freewater (Poplar & W. Broadway Streets) Section in Umatilla County was completed by the contractor, Russell Olsen Construction Co., Inc., on Sept. 25, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of \$581.59 will be released to the contractor on or after Dec. 12, 1957. The total contract amount is \$13,908.23, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Penland-Williamson Agency
Pendleton, Oregon

NOTED ON CARD

LM

RECEIVED
NOV 5 1957

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

FOR FILING



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. G. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Nov. 1, 1957

Russell Olson Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 31, 1957, had under discussion your request for 30 days' additional time within which to complete your contract No. 4983, for the Milton-Freewater (Poplar & W. Broadway Sts.) Section in Umatilla County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards

A. F. PARRIS
John H. Walker

NOTED ON CARD

[Signature]

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18, 19 57

Section Milton-Freewater (Poplar & W. Broadway Sta.) Kind of work Paving
 Highway City Streets County Umatilla Section prefix 330-1714
 Contractor Russell Olson Construction Co., Inc. Contract number 4983
 Date of contract June 27, 19 57 Specified work days 50 Begin July 15, 1957
 Date work started August 30, 19 57 Work days used 47
 Project authorization \$ 16,013.25 Per cent of time elapsed 94.0 %
 Exclusive of engineering \$ 14,874.53
 Estimated cost of completed project, exclusive of engineering \$ 13,908.23
 Estimated per cent ~~underrun~~ underrun 6.5 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 1,138.72
 Engineering cost to date \$ 1,113.47, 97.8 % Date project was completed September 25, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate for this section was sent to the La Grande, Division
 Office on Tuesday of this week and unless rechecking is necessary this will be the
 last report for this section.

Signed [Signature]

Resident Engineer
 Pendleton, Oregon

Address _____

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.38			0.38
Miles partially completed					
Miles completed		0.38			0.38
Total estimated quantities (contract)		800 CY			1,530 Tons
Total quantities corrected to date					
Estimated quantities moved or placed to date		750 CY			1,510.46 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time		0			0
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 22, 1957

NOTED
Harold C. Ayers

Mr. J. R. Castner
City Manager of Milton-Freewater
City Hall
Milton-Freewater, Oregon

Dear Sir:

Reference is made to your letter of July 17 asking consideration for additional tonnage of asphalt concrete on the West Broadway-Poplar Street project. This project is being built under the Special \$250,000 Fund set up by law to take care of emergency needs of the smaller cities. These emergency needs are set forth in the law as "... streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or by heavy and unusual industrial traffic."

Our present project will provide a 30-foot roadway throughout this section which will amply serve the needs of any increase in traffic. We do not feel that surfacing the entire street width would come within the intent of the legislature in authorizing this assistance to cities.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. C. G. Swenson

NOTED
C. G. SWENSON



**CITY OF
MILTON-FREEWATER**

Council-Manager City Since 1938

Power - Light - Water - Sewer

July 17, 1957

OFFICE OF THE
CITY MANAGER

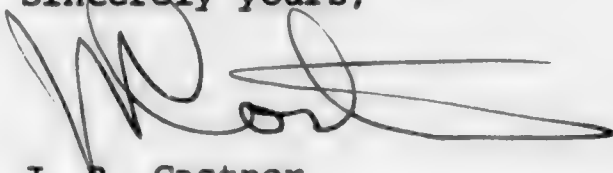
CITY HALL
MILTON-FREEWATER, OREGON

Mr. Harold C. Ayers
County-State Coordinator
State Highway Department
Salem, Oregon

Dear Mr. Ayers:

On the West Broadway-Poplar Street project, would it be possible for the State to increase their quantities on asphaltic concrete by 200 tons. This would make it possible for us to pave the street 40 feet wide between the curbs. The City will install the necessary base and is in the process now of installing the curbs. I would appreciate it very much if this could be worked out.

Sincerely yours,


J. R. Castner
City Manager

JRC:sw



RECEIVED
JUL 1 1957

FOR FILING

230-1714

4972

July 1, 1957

Russell Olson Construction Company
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4983 for the Milton-Freewater (Poplar and W. Broadway Sts.) Paving Project in Umatilla County.

This award was based on your bid of \$14,134.00 which was the low bid submitted to the Commission on June 6, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 7, 1957

Mr. J. R. Castner
City Manager
Milton-Freewater, Oregon

NOTED
John F. Hagemann

Dear Mr. Castner:

On June 6, 1957, the State Highway Commission received a satisfactory bid from Russell Olson Construction Company for placing of leveling course and asphaltic concrete pavement on Poplar and W. Broadway Streets in Milton-Freewater. The cost of the project based on this bid is as follows:

Contract Items	\$14,134.00
Flagging (State's share)	100.00
	<u>\$14,134.00</u>
Engineering and contingencies	1,779.25
Survey	500.00
Total.....	<u>\$16,513.25</u>

Since receiving this bid we have received your letter of June 5 requesting that if the bid received were under the maximum sum allowable under the Special City Allotment fund that any savings be applied to placing the base course on these streets.

As all of the Special City Allotment funds must be spent under the administration of the State Highway Commission, we would not be able to give the city any funds that might be left as a balance between the bid received and \$20,000. There is no assurance that the maximum amount of money will be spent on every project submitted and the allocation was made on the basis of performing the work as proposed in your letter of October 11, 1956.

It would be impossible to increase the amount of work under the present contract as a satisfactory bid was received for the project, and to increase the items of work would require that the bid be rejected, the project re-written including base course, and resubmitted for another bid. This would not be fair to the contractor who has given us a satisfactory bid.

It is realized that you would like to give the property owners every advantage possible, but the contract will have to be awarded as bid.

Very truly yours,

NOTED
C. G. SWENSON

W. C. Williams
State Highway Engineer

By: C. G. Swenson
Engineer, County and City Relations

HCA:ma

2 D
D. GRAHAM

CITY OF
MILTON-FREEWATER

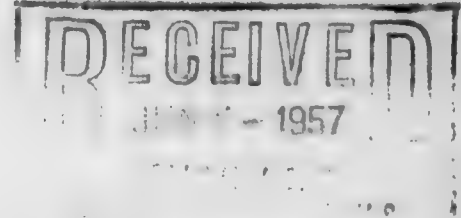
Council-Manager City Since 1938

Power - Light - Water - Sewer

June 5, 1957

OFFICE OF THE
CITY MANAGER

CITY HALL
MILTON-FREEWATER, OREGON



Mr. Harold C. Ayers
Field Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

If the low bid on the Broadway-Poplar Street job in the City of Milton-Freewater, including the 12½% for Engineering and Contingencies is under the \$20,000 allotted to that project, I would like to have the balance, if any, applied to the base portion of the contract which the City is paying for.

I realize that as of this date you have not opened the bids and do not know what the low bid will be on that project, but using the figures which we received on our recent bid opening, there seems to be a very good possibility that the contract will be somewhat under the \$20,000 including Engineering and Contingencies. I feel that the property owners who are paying for the balance of the street should be benefitted to the extent of any unspent balance up to the \$20,000.

Please keep me informed as to the progress of this job.

Sincerely yours,

A handwritten signature in dark ink, appearing to be "J. R. Castner", written over a horizontal line.

J. R. Castner
City Manager

JRC:sw

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Salem, Oregon.....
.....May 22, 1957.....

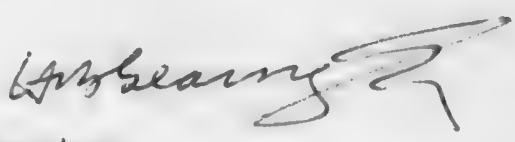
SUBJECT: \$250,000 Fund Agreement
Milton-Freewater

To: Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of an agreement with Milton-Freewater covering the Special City Allotment project on Poplar Street in Milton-Freewater.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Milton-Freewater, Oregon.


Secretary

RM
Attach: 1

St. John St. Fund # 93

ORDINANCE NO. 89

4-26-57

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF MILTON-FREEWATER, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF West Broadway and Poplar Streets, A DISTANCE OF APPROXIMATELY .40 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Milton-Freewater, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of West Broadway and Poplar Streets, a distance of approximately .40 miles, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to \$20,000 and the City of Milton-Freewater to pay all cost in excess of \$20,000, the City of Milton-Freewater does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Milton-Freewater, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of West Broadway and Poplar Streets and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1957 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Milton-Freewater, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated April 26, 1957.

AYES 5

NAYES 0

Submitted to and approved by the Mayor the 26th day of April, 1957.

By Lugh W Price
Mayor

ATTEST:

Spilger

City Recorder

NOTED
Harold C. Ayers

December 19, 1956

Mr. J. R. Castner
City Manager
Milton-Freewater, Oregon

J. R. Castner

Dear Mr. Castner:

On December 17, 1956, the State Highway Commission approved a project on Poplar Street and West Broadway in Milton-Freewater, as requested by the city, to be constructed from the 1957 Special City Allotment Fund.

The project as approved is shown in the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence C. Swenson
Acting Engineer, County & City Relations

HCA:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

CITY OF MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

OFFICE OF THE
CITY MANAGER

CITY HALL
MILTON-FREEWATER, OREGON

October 11, 1956

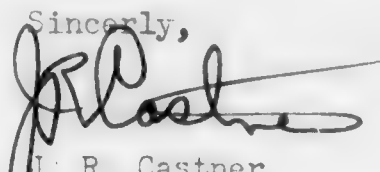
Mr. H. C. Ayers
State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

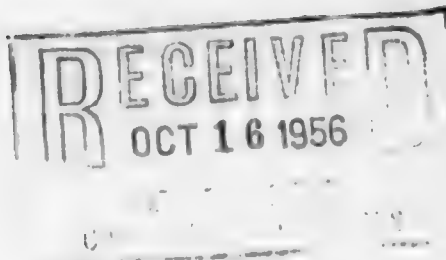
To confirm our conversation in my office on October 9th, 1956. The City Council has agreed to do the grading, take care of the drainage and place 10 inches of base crushed rock on the Broadway-Poplar streets project.

The state will contract the leveling and binder coarse along with the asphaltic concrete pavement 30 feet wide. The city will pay all costs in excess of \$20,000.

Sincerely,


J. R. Castner
City Manager

JRC/jy

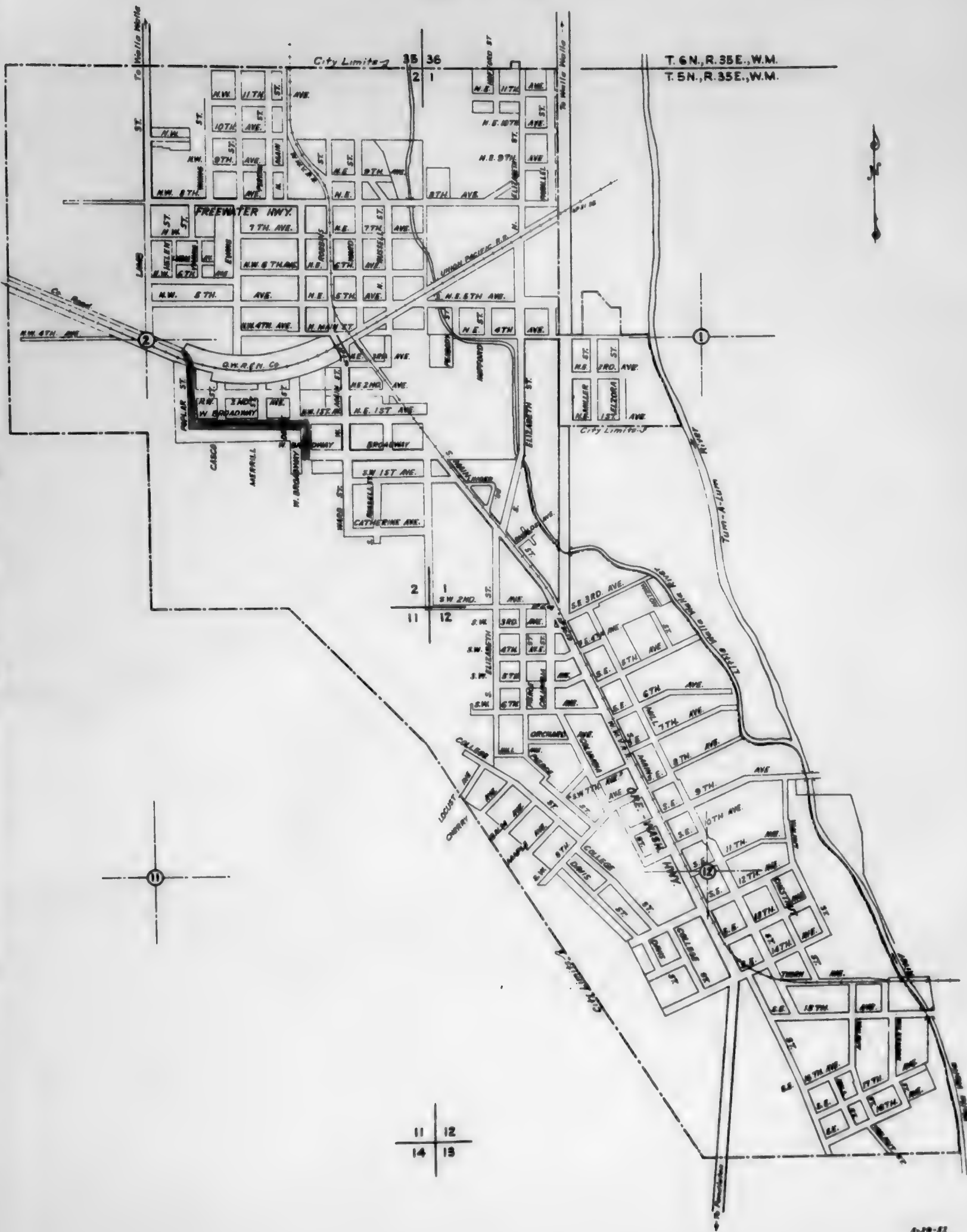


MILTON - FREEWATER

Scale in Feet
0 500 1000 1500

UMATILLA COUNTY

35



3-56-56

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Milton-Freewater is an incorporated city of the State of Oregon, and has a population of 4,500, as given by the latest official census, and

WHEREAS, the following streets of said city, West Broadway -

Denot Street - Poplar Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

West Broadway - Denot Street - Poplar Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Milton-Freewater does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate ^{City Mayor} Robert L. Brunton as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 26th day of March, 1956.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Milton-Freewater at a regular or special meeting of said Council, held on the 26th day of March, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of April, 1956.


City Recorder

MILTON - FREEWATER

Scale in Feet
0 500 1000 1500
UMATILLA COUNTY



33-1052 Clear Cr.-Willow Cr. and 1957
Timberline Lodge-Gov't.
#4984 Camp Oiling Proj.

RECEIVED

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Clear Cr.-Willow Cr. & Timberline
Lodge Government Camp

Warm Springs & Timberline Highways

Contract #4984

Horton Construction Co., Contractor
Tom Opedal, Resident Engineer

Prefix 33-1052

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	15.34	Mile	\$100.00	\$98.69	\$ 1,513.97	\$ 1,534.00
Hauling Aggregates	43,076	Yd. Mi.	0.14	0.199	8,562.77	6,030.64
Placing "	6,245	Cu. Yd.	0.90	0.897	5,600.60	5,620.50
120-150 Asphalt	274.48	Ton	42.00	37.98	10,424.10	11,528.16
BS-2 Asphalt	258.55	"	42.00	40.56	10,485.95	10,859.10
PA #1, 200-300 Asphalt	109.84	"	42.00	37.47	4,116.22	4,613.28
Force Account					<u>369.91</u>	<u>369.91</u>
					\$41,073.52	\$40,555.59

Total Cost \$41,073.52

Gross Revenue 40,555.59

Net Loss \$ 517.93

Net Loss Equals 1% of Gross Revenue

Detail of Cost
Contract #4984

Labor:

Labor	\$8,758.40	
Labor Insurance	<u>635.44</u>	\$ 9,393.84

Equipment Rental & Misc.:

Equipment Rental (Owned)	\$8,823.68	
Gas, Oil and Grease	1,256.15	
Bond	200.93	
P.L. and P.D. Insurance	122.77	
Site Rent	112.50	
Misc. Expense and Small Tools	198.36	
Office Overhead	323.00	
Freight	22.75	
Telephone	45.62	
Licenses and Permits	<u>76.69</u>	11,182.45

Materials:

120-150 Asphalt	274.48 Tons at \$27.00	\$7,410.96	
Freight on 120-150 Asphalt	" " " 3.92	1,074.68	
200-300 Asphalt	109.84 " " 27.00	2,965.68	
Freight on 200-300 Asphalt	" " " 3.50	384.44	
RS-2 Asphalt	258.55 " " 30.00	7,756.54	
Freight on RS-2 Asphalt	" " " 3.50	<u>904.93</u>	20,497.23

Total Cost	\$41,073.52
----------------------	-------------

Contract #4984

Remarks:

This was a "State Project" calling for construction of 14.98 miles of Type O-9 oil mat wearing surface.

Location of two units: Unit 1 began at M.P. 55.27 on US #26 and was 6.03 miles long, terminating at Timberline Lodge; Unit 2 began at M.P. 69.08 on US #26 and was terminated at M.P. 78.03 and was known as Clear Cr.-Willow Cr.

Bids were opened June 6th, 1957 and the contract was awarded on June 27th, 1957. The contractor began work August 22nd, 1957 and completed the project September 12th, 1957.

Equipment on project: Loader, Model 12 blade, 2 rollers, retort, storage tank, distributor, power broom, tanker, 8 dump trucks, service truck, pilot car, pickup and miscellaneous hand tools.

Good progress was made, but all materials for the Timberline Lodge-Government Camp Section was hauled uphill and this slowed operation until more trucks were brought in. Also, it was very cool in the early afternoon and short days were worked. The Clear Cr.-Willow Cr. Section was in timber and partly shaded, which made it hard to get the rock to stick. Also, heavy traffic slowed work, and a slight loss was incurred.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

RECEIVED
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 13, 1957

files

(CONTRACT NO.) 33-1052

(EST. NO.)

(CONTRACTOR)

4984
(VOUCHER NO.)

3 Final
(WARRANT NO.)

Horton Construction Co.
(AMOUNT)

(DATE)

23938

H194600

\$1,216.57

10-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapwick
ACCOUNTING DIVISION

Specified completion Date: 40 workdays from Aug. 1, 1957

Time Extensions: None
Completion Date: Sept. 12, 1957
Date Accepted: Oct. 1, 1957
Penalties: None of record
Claims: None of record
Remarks:

Date: Oct. 21, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: Oct 21 1957

gc

NOTED ON CARD

cm

RECEIVED
OCT 10 1957

FOR FILING

Oct. 10, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4984 for oiling on the Clear Creek-Willow Creek and Timberline Lodge-Government Camp Section of the Warm Springs and Timberline Highways in Wasco and Clackamas Counties was completed by the contractor, Horton Construction Company, on Sept. 12, 1957, and was formally accepted by the Highway Commission on October 1, 1957.

Final payment in the amount of \$1,216.67, will be released to the contractor on or after October 21, 1957. The total contract amount is \$40,555.59, of which amount \$369.91 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Clear Creek-Willow Creek and
Timberline Lodge-Government Camp
 Highway Warm Springs and County Wasco and
Timberline County Clackamas
 Contractor Horton Construction Co.
 Date of contract June 27, 1957
 Date work started August 22, 1957
 Project authorization \$ 63,276.86
 Exclusive of engineering \$ 56,246.10
 Estimated cost of completed project, exclusive of engineering \$ 56,246.10
 Estimated per cent overrun or underrun %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 4,499.69
 Engineering cost to date \$ 1600.00, ... 36 %
 For Week Ending September 14, 1957
 Kind of work Oiling
 Section prefix 33-1052
 Contract number 4984
 Specified work days 40
 Work days used 24
 Per cent of time elapsed 60 %
 Date project was completed September 12, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling completed Wednesday, 6:00 P.M.

Maintained Thursday

CONSTRUCTION DIVISION
RECEIVED

NOTED

Signed

Address P.O. Box 4699, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

ep. Base Haul. Aggr. Place (200-300) and r. 120-150 Asph. RS-2 A sph.

	~~XXXXXX~~ Miles	~~XXXXXXXX~~ Yd. mi.	~~XXXXXXXXXXXX~~ Cu. yd.	~~XXXXXXXXXXXX~~ Tons	~~XXXXXX~~ Tons
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	14.98	49,400	6,090	340 (110)	240
P.A. No. 1 Total quantities corrected to date	15.34	43,076	6,245	275 (110)	250
P.A. No. 1 Estimated quantities moved or placed to date	15.34	43,076	6,245	275	250
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	21				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Loader 1, Power graders 1, Rollers 2, Retort 1, Storage tank 1, Distributor 1, Broom 1, Tanker 1, Dump Trucks 8, Service Truck 1, Pilot Car 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUL 1 1957

FOR FILING

33-1252

4414

July 1, 1957

Horton Construction Company
P. O. Box 1872
Portland, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4284 for the Clear Creek-Willow Creek and Timberline Lodge-Government Camp Oiling Project on the Warm Springs and Timberline Highways in Wasco and Clackamas Counties.

This award was based on your bid of \$38,255.00 which was the low bid submitted to the Commission on June 6, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

I-303(18)

Barbur Blvd.-Tualatin
River Median Barrier
Proj. on Port. Salem Exp.

1957

W. H. Wood

1957

01, 1957

record

record

hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

RECEIVED
1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 30, 1957

files

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4985

4985

4 Final

Chain Link Fence Corp., and
Chicago Fence and Equipment Co.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

29903

H200546

\$2,554.16

12/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchester
ACCOUNTING DIVISION

Specified completion Date: 60 workdays from 7-15-57

Time Extensions: None

Completion Date: Oct. 9, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 30, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 30 1957

Brew.

NOTED ON CARD

SM

RECEIVED
DEC 13 1957

FOR FILING

Dec. 12, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

State Highway Contract No. 4985 for Metal Median Barrier on the Barbur Blvd.-Tualatin River Section of the Portland-Salem Expressway in Washington, Clackamas, and Multnomah Counties was completed by the contractor, Chain Link Fence Corp. & Chicago Fence & Equipment Co., on Oct. 9, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of \$2,554.16 will be released to the contractor on or after Dec. 23, 1957. The total contract amount is \$85,138.55, of which amount \$886.32 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

R. W. Dempster
Room 910, Broadway Bldg.
Portland, Oregon

NOTED ON CARD

CHM

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 1, 1957

Section Barbur Blvd.-Tualatin River Kind of work Metal Median Barrier
 Highway Port-Salem Express County Washington, Clackamas, & Multnomah Section prefix 34-1004
 Contractor Chain Link Fence Corp.-Chicago Fence & Equip. Co. Contract number 4985
 Date of contract June 27, 1957 Specified work days 60
 Date work started August 29, 1957 Work days used 57
 Project authorization \$ 97,967.25 Per cent of time elapsed 100 %
 Exclusive of engineering \$ 91,000.69
 Estimated cost of completed project, exclusive of engineering \$ 84,757.14
 Estimated per cent ~~XXXXX~~ underrun 8.79 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 6,966.56
 Engineering cost to date \$ 4,600.00 66.03 % Date project was completed October 9, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Double-faced two-button reflectors are being installed by State Forces.
 The semi-final estimate was submitted to the Division Office Friday, Nov. 1, 1957. This will be the last weekly report on this project.

CONSTRUCTION DIVISION
RECEIVED
 NOV 4 1957

NOTED--☒ ☒ ☒ ☒ ☒
 CE FEE AGE COE

NOTED
 C. E. PAULSEN

Noted
 M. N. JUVE

Signed Lowell A. Johnston
 Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.
 State Printing 8146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
~~Feet~~ in project	19,606.58				
Miles partially completed					
Miles completed	19,606.58				
Total estimated quantities (contract)	19,800				
Total quantities corrected to date	19,606.58				
Estimated quantities moved or placed to date	19,606.58				
Average daily quantities	None				
Average daily quantities necessary to complete project on time	"				
Number shifts per day	"				
Hours per shift	"				
Average force on project for week	"				

Men	"
Supervision	"
Men and trucks under 3 tons	"
Men and trucks over 3 tons	"
Men and tractors	"
	"
	"

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Fair		
Saturday			

Contract 4985

Monthly Transaction No. 10-79	Form 1-2 (5-20-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
Project Report No. 7	FEDERAL-AID PROJECT AGREEMENT	
		State Oregon County Washington, Clackamas & Multnomah Project No. 1-303(18)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini Portland-Salem Expressway from Barbur Boulevard Junction to Tualatin River (US-99).		
Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5/22/57	3.7
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 95,790.20	Federal funds \$ 88,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u><i>Charles H. Reynolds</i></u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u><i>[Signature]</i></u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u><i>C. H. Folk</i></u> Division Engineer Date executed by Division Engineer <u>October 14, 1957</u> RECOMMENDED FOR APPROVAL: <u><i>[Signature]</i></u> STATE HIGHWAY ENGINEER
--	--

USCons-DC 11169

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Barbur Boulevard - Tuolumne River Section
Pacific Highway
Washington, Clark and Multnomah Counties*

NATURE OF WORK:

Median Barrier

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4985 Chain Link Fence Corp & 6-27-57
Chicago Fence & Eqpt. Co.

DATE OF COMPLETION: 60 Workdays from 7-15-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-303(18)

BARBOR BOULEVARD-TUALATIN RIVER SECTION OF THE PORTLAND-SALEM EXPRESSWAY
IN WASHINGTON, CLATSOP AND MULTNOMAH COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Type Code Y007

Median Barrier (Sta. 24+00 to Sta. 220+10) (Contract No. 4985)

Total Median Barrier	19,800 Lin. Ft.	\$4.29	\$84,942.00
Extra for Posts on Structures	20 only	7.00	<u>140.00</u>
			\$85,082.00
Flagging (57½% of Contractor's Cost)	All Required		<u>2,000.00</u>
	Subtotal		\$87,082.00
	10% Engr. & Cont.		<u>8,708.20</u>
	Total		\$95,790.20

Length of Project - - - - - 3.716 Miles
Cost of Project Per Mile - - - - \$25,771.77

Federal Funds - - - - -	\$88,500.00
State Funds - - - - -	<u>7,290.20</u>
	\$95,790.20

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-303(18)

BARBUR BOULEVARD-TUALATIN RIVER SECTION OF THE PORTLAND-
SALEM EXPRESSWAY IN WASHINGTON, CLACKAMAS & MULTNOMAH COS.

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon May 15, 1957

Type Code Y007

Median Barrier (Sta. 24+00 to Sta. 220+40)

Metal Median Barrier	19,800 lin.ft.	\$5.50	\$108,900.00
Extra for Posts on Structures	20 only	12.50	<u>250.00</u>
			\$109,150.00
Flagging (57½% of Contractor's Cost)	All Required		<u>2,000.00</u>
			\$111,150.00
	Subtotal		<u>11,115.00</u>
	10% Engr. & Cont.		
	Total		\$122,265.00

Length of project. 3.716 mile
Cost of Project Per Mile \$32,902.31

Federal Funds.	\$112,900.00
State Funds.	<u>9,365.00</u>
	\$122,265.00

RECEIVED
SEP 21 1957

FOR FILING

I-303(11)

4252

September 23, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Barter Boulevard-Tualatin River Section of the Portland-Salem Expressway in Washington, Clackamas and Marion Counties, Contract No. 4985, in connection with Federal Aid Project No. I-303(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Ferrust Cooper
Deputy State Highway Engineer

DBP:lmr

Enclosures

RECEIVED
JUL 10 1957
FOR FILING

1-302-011
4985

Salem, Oregon
July 9, 1957

Painting of guardrail in
contract for median fencing,
Baldock Freeway

Mr. A. G. Skelton
Division Engineer

I have your letter of July 5 recommending that permission be given to paint the guardrail of the median barrier on the Baldock Freeway prior to attaching it to the rail posts.

I have no objection to this provided these people will cooperate with us in giving ample notice so that inspection of the painting of each coat can be made before they start application of the succeeding coat. It also must be definitely understood that any damage to the paint coat in erection will be repaired after installation is made.

G. B. Panson
Assistant State Highway Engineer

GSP:gn

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. E. J. Rief

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Portland, Oregon.....
.....July 5th, 1957.....

SUBJECT:

NOTED
G. S. PAXSON

To: G. S. Paxson
Ass't. State Highway Engineer
Salem, Oregon

I am forwarding herewith a letter dated June 22, 1957 from the Chain Link Fence Corporation and the Chicago Fence and Equipment Company who has the contract for the median fencing on the Baldock Freeway between the Tualatin River and Barbur Boulevard Junction. They would like for us to consider the painting of the guard rail on this fence in storage instead of in place on the highway, and they state that after erection, any areas that were damaged in erection would be properly taken care of.

Apparently one of the main reasons for this request is the hazard that would be represented by painting this guard fence in place, which would also require a considerable flagman expense. I believe from the standpoint of safety, it would be desirable to paint the guard rail before erection, and I would recommend approval of this request.


A. G. SKELTON
Division Engineer

AGS:w

Encl.

cc: Ed J. Rief
Lowell A. Johnston



CHAIN - LINK FENCE CORPORATION

4301 WEST 69th STREET

CHICAGO 29, ILLINOIS

REliance 5-8700

CHICAGO FENCE & EQUIPMENT COMPANY

4100 WEST ADDISON STREET

CHICAGO 41, ILLINOIS

Kildare 5-1000

A JOINT VENTURE

NOTE: Address all Correspondence IN DUPLICATE to JOINT VENTURE—4301 WEST 69th STREET—CHICAGO 29, ILLINOIS

June 22, 1957

Collins Concrete & Steel Pipe Co.
3841 No. Columbia Blvd.
Portland 17, Oregon

Attention: Mr. Charles A. Stertz

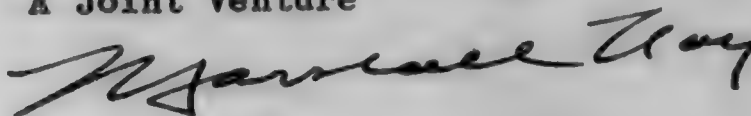
Gentlemen:

We would appreciate your contacting in our behalf the Oregon State Highway Department and suggest to them that we would like to have them consider our painting the guard rail in storage instead of on the highway. After erection we would then touch up the areas that were damaged in erection.

The obvious purpose of this of course is to reduce the number of man-hours that is necessary for us to be on the highway in what we consider to be a seemingly dangerous situation even with adequate flagmen and other protective devices. We also would eliminate the possibility of spray getting on passing vehicles.

Yours very truly,

CHAIN LINK FENCE CORPORATION &
CHICAGO FENCE & EQUIPMENT COMPANY
A Joint Venture



Marshall Nay

MN:lp

RECEIVED
JUL 1 1957

FOR FILING

July 1, 1957

Chain-Link Fence Corporation and
Chicago Fence & Equipment Company
4307 W. 69th Street
Chicago, Illinois

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4985 for the Barbur Blvd. - Tualatin River Median Barrier Project on the Portland-Salem Expressway south of Portland in Washington, Clackamas and Multnomah Counties.

This award was based on your bid of \$85,082.00 which was the low bid submitted to the Commission on June 6, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUL 5 1957
FOR FILING

OREGON DISTRICT

I-303(18)

4985 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

June 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence of this date in award of Contract No. 4985 for Oregon Project I-303(18), Barbur Boulevard-Tualatin River Median Barrier Project on the Portland-Salem Expressway, to Chain-Link Fence Corp. and Chicago Fence and Equipment Co. of Chicago, Illinois, low bidder in the amount of \$85,082.00 at today's bid opening.

Very truly yours,

C. G. Polk
C. G. Polk
Division Engineer

FORREST COOPER

For

RECEIVED
MAY 23 1957
OREGON DISTRICT
FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-303(18)
08-35
4985

May 22, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-303(18)
Barbur Blvd. Jct.-Tualatin River Sec.
Baldock Freeway

Dear Sir:

We have today approved P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Acceptance of the rail clearance deficiency in this case will not be considered as having established a precedent for other situations. Each case will be considered on its own merit.

Very truly yours,

C. G. Polk
C. G. Polk
Division Engineer

W. C. Williams

RECEIVED
MAY 3 - 1957

FOR FILING

I- 222 (12)
445

May 2, 1957

Oregon State Highway Commission

Gentlemen:

When the Barbur Boulevard-Tualatin River Section of the Baldock Freeway was reconstructed to a four-lane facility, the design called for a six-foot median with a 31-foot wide concrete barrier curb between opposing lanes. This barrier curb, which is six inches in height, has not proved satisfactory, in that it has not prevented head-on collisions caused by cars going out of control and crossing the barrier. Three fatal accidents have resulted.

In order to correct this, it is proposed to construct a standard double-faced guardrail down the center of the concrete median island for the entire length of the section, a distance of 3.6 miles. The estimated cost of the project is \$121,000, and the design has been approved by the Bureau of Public Roads for inclusion under interstate highway financing.

It is my recommendation that we proceed with the project as soon as plans and specifications can be completed.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

FC:ms

cc Mr. H. B. Glazier
Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Mason

RECEIVED
APR 11 1957

FOR FILING

OREGON DISTRICT

I-323(11)

4185

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 12, 1957

7c

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

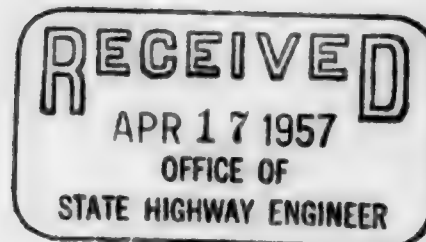
Reference is made to Mr. Cooper's April 4, 1957 letter which furnished reasons for preferring a flush median rather than a low mountable curb as advocated by the Bureau.

With respect to the one project in question, namely I-323(21), Union Avenue-42nd Avenue Section of the T. H. Banfield Expressway, we will approve a flush median under the condition that it be sealed as outlined in paragraph 9 of your April 4, letter. We strongly recommend a white aggregate of coarse texture, say 1/2"-1/4" grading. It is understood that the seal will be in addition to the guard rail.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

Copies to Probert
Edwards
Crandall



April 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Dear Sir:

Your recent letter invited comment concerning our reasons or objections to the inclusion of a mountable median curb on each side of our proposed double-rail median divider. We list them as follows:

1. We anticipate the curb to cost \$14,400 per mile.
2. We anticipate, due to difficulty of placing in three stripes, an added cost of \$1 per ton for the asphaltic concrete involved, equaling \$600 per mile.
3. We believe that the double-median barrier to be most effective if not accompanied by any object which would start a lift or roll of vehicles prior to contacting the rail.
4. We believe the traffic pattern will be properly maintained by a shoulder stripe and the natural tendency to shy from the rail.
5. We believe that the added unobstructed area between the stripe and the rail to be a much greater safety factor than to have a curb indicating a necessity of shying away from the rail.
6. We believe that there will be a great deal of added maintenance trouble due to collection of dirt and debris on top of the curb which cannot be as readily removed as were there no curb in place.
7. We believe that surface drainage would be impeded by the addition of a curb.
8. Examination of data concerning median treatment indicates no universal use of medians obstructed by mountable-type curbs.

Mr. C. G. Polk - 2

April 4, 1957

9. If desirable in addition to the stripe, a seal of rather rough material can be used or where available, rock of a different color, either red or white, may be used for seal cover. This will further add delineation set forth by the stripe.

For these reasons we strenuously object to the proposal of a mountable-type median in addition to the double-rail barrier.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:ar fn

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We are unable to approve the P. S. & E. for Project UI-323(21), Union Ave.-42nd Ave. paving on the T. H. Banfield Expressway for advertising as of this date for the following reasons:

1. P. S. & E. documents, including plans, estimate, proposal and special provisions were received too late to make the necessary review prior to advertising. See Article 1.8(c) of the Regulations for administration of Federal-aid for highways.

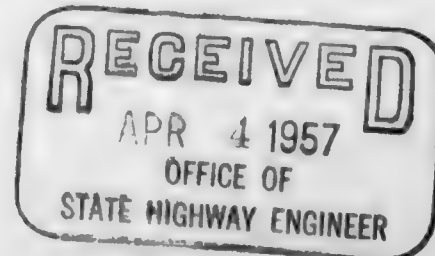
2. Our Regional and Washington offices are opposed to the use of a flush median as shown on the typical section. This matter was specifically brought to the verbal attention of your people and further it was the subject of our letter to you dated March 8, 1957. In that letter we stated that in view of opposition to flush medians by higher offices it would be necessary for you to justify your proposed design. The letter further stated that the matter should be clarified prior to the P. S. & E. stage. As of this date we have not received a reply to that letter.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

*Copy to
SWP*

NOTED
FORREST COOPER



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1957

SUBJECT: Interstate Design
Median Barrier

To: Mr. Tom Edwards
Construction Engineer
Office

You recently invited my comment on the request from the Bureau that our median design which employs the double-rail barrier should also include a mountable median curb. Herewith are my first thoughts on the subject:

Random comment re use of mountable curbs in conjunction with metal rail median barrier. Reference:

"Policy Urban Arterial Highways",
Chapter D-12

So as not to influence driver behavior, the curb will be low with flat slopes so that only a slight jolt is felt. Use of mountable curb requires additional drainage, cost of curb and concreted median island, and creates an additional handicap by enhancing drift accumulation of snow, dirt, sawdust, debris, etc. I believe the mountable curb will provide an element of danger to a fast moving vehicle unless very low with very flat slope. Since the curb falls into the category of a warning device for the errant motorist, aimed at warning him that he is edging off the traveled way, it is my opinion that the same purpose might be served by placing a small (say 6 bar) cluster of jiggle bars at perhaps 100-foot intervals of spacing. I question seriously the necessity for such a warning device. Chapter D, P. 13, Urban Arterial Design, makes quite a production of the shying effect produced by a barrier curb of say 10" to 12" height. Surely a white-painted rail 26" in height will keep any normal driver shied over into the traveled lane. The treatment of medians, in Chapter D, leads to belief that mountable curbs serve only to allow a driver in trouble to leave the traveled way into the median area without hazard, a situation we do not want to countenance.

If you have noticed the February, 1957 issue of "Highway" magazine by Armco, you have noted the Detroit practice re installation of this identical type of median barrier. When I made our first rough design sketches a year ago, I had never heard that any other agency had used the rail. Their use dates to 1952 and their design appears identical to ours.

Tom Edwards

- 2 -

March 14, 1957

One picture shows curbs because the rail was being installed in a median with curbs which had failed their purpose of separating traffic, but another picture as clearly shows another installation in a flush median.

I recommend that we strongly resist the move to require mountable curbs in this median installation.

Walter T. Wright
Walter T. Wright
Chief Locating Engineer

WTW:jc

Salem, Oregon
March 13, 1957

Median - R. H. Baldock
Freeway

Mr. Tom Edwards
Construction Engineer
Department

I am attaching a copy of a letter from Mr. Polk and one from Assistant Commissioner Williams of the Bureau of Public Roads to Mr. Andrews, which refer to the median on the Baldock Freeway in Portland.

It is probable that the Bureau's objection to the light standards could be eliminated by using mast arms, placed on the outer edge of the roadway. As to the matter of the median itself, it would seem to me that the double-faced guardrail, constructed with a 3 $\frac{1}{2}$ -foot clearance and a hard-surfaced median would be preferable to the construction of some type of a curb that would tend to narrow the roadway and throw cars either into the guardrail or back into the traffic lanes as a result of collision with the curb. Oregon and all other states have for many years used guardrail as a protective measure on many miles of highway with favorable results. It would seem to me that the addition of a curb would tend to make the road more dangerous than safe.

The design to be used on the Baldock Freeway is one that we have adopted as a standard for all narrow medians on the interstate system, and as the conditions are no different on the Baldock Freeway than on other sections it would appear to me that the matter should be resolved at this time.

Please make a study and prepare a letter along the lines that I have suggested, and we will transmit our thoughts to the Bureau.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 8, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The median design proposed on Project I-303(15), R. H. Baldock Freeway in Portland contemplates an 8.4' flush median with a double guard and the inclusion of light standards therein.

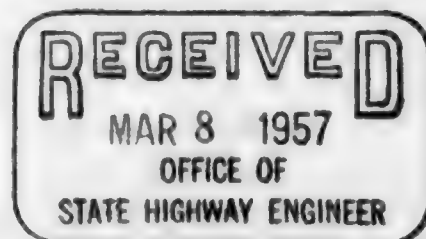
This design was forwarded to our Regional and Washington offices for comments. Attached is a copy of the latter's reply. We have recently discussed these comments with our Regional office and both offices are in agreement that light poles in the median would be undesirable. There is no objection by either office to the guard rail, but the Region is opposed to a flush median. It is their opinion that a low curb edge line or a mountable curb such as is mentioned in the 4th paragraph of the attached letter, should be adopted. They are more strongly opposed to a flush median on the Union Avenue-42nd Avenue Section of the T. H. Banfield Freeway due to its narrower (6') width.

If you insist on the flush median on either of these projects, please provide this office with a letter citing your reasons for preferring that type to a median with a low curb line. It is desirable that this matter be cleared up prior to the P.S. and E. stage.

Very truly yours,


C. G. POLK
District Engineer

Encl.



RECEIVED
MAR 1 1957

FOR FILING

I-305 (18)
FORM E-30X-27,000-8-50-96493
4185

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4th, 1957

Cross Referenced To:

SUBJECT:

To: Mr. S. H. Probert
Office Engineer
Office

I am in receipt of correspondence from Mr. Cooper and in discussions with him he has asked me to proceed with the preparation of plans for double-faced guard rail on that portion of US #99 (Baldock Freeway) between Barbur Boulevard and the Tualatin River. Previous investigations indicated the cost of this project to be about \$125,000 total. We will proceed with submission of the necessary data so that it can be contracted at the May letting.

Will you please proceed with the necessary programming.

Tom Edwards
Tom Edwards
Construction Engineer

TEJAR

cc to: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
MAR 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

1957

FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

Cross Referenced To:

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
I 33
1115

08-35

February 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is to your letters of January 16 and 29, 1957 relative to Federal participation for double faced guardrail in the existing median between Barbur Boulevard and the Tualatin River on US 99, Baldock Freeway. The following advice on this subject has been received from our Washington office:

"Reference is made to your memorandum of February 11 in regard to installation of a continuous double-faced guardrail in the 6-foot median of existing U. S. 99 (Interstate) between Barbur Boulevard and the Tualatin River which would result in a substandard horizontal clearance of 2'-5 1/2" between the rail face and the left edge of through traffic lane. Your January 24 memorandum to Mr. Polk also discussed this matter.

In general we should encourage inclusion in the Interstate highway system those sections of existing facilities that are operating, or with reasonable adjustment can be made to operate, as an over-all freeway facility. The fact that certain existing dimensions do not meet the 1956 standards should not automatically rule out such sections. Consideration must be given, of course, to the extent and cost of adjustments required to attain minimum standards but where they are of questionable justification and there would be acceptable freeway flow otherwise we should not insist on a complete redevelopment. In this case we should recognize the serious crossed-median accident record, four fatalities in two years of operation, and participate in the construction cost of the continuous barrier. As suggested by the California study to which you refer the crossed-median type of accident becomes potentially more serious with large traffic volumes.

Shifting of the traffic lanes outward to gain a foot more clearance to the rail, as suggested but not favored by the State,

Copy to Edwards
Probert

RECEIVED
MAR 6 1957

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

Cross Referenced To:

405 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
I-303 (15)
4115

08-35

February 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is to your letters of January 16 and 29, 1957 relative to Federal participation for double faced guardrail in the existing median between Barbur Boulevard and the Tualatin River on US 99, Baldock Freeway. The following advice on this subject has been received from our Washington office:

"Reference is made to your memorandum of February 11 in regard to installation of a continuous double-faced guardrail in the 6-foot median of existing U. S. 99 (Interstate) between Barbur Boulevard and the Tualatin River which would result in a substandard horizontal clearance of 2'-5 1/2" between the rail face and the left edge of through traffic lane. Your January 24 memorandum to Mr. Polk also discussed this matter.

In general we should encourage inclusion in the Interstate highway system those sections of existing facilities that are operating, or with reasonable adjustment can be made to operate, as an over-all freeway facility. The fact that certain existing dimensions do not meet the 1956 standards should not automatically rule out such sections. Consideration must be given, of course, to the extent and cost of adjustments required to attain minimum standards but where they are of questionable justification and there would be acceptable freeway flow otherwise we should not insist on a complete redevelopment. In this case we should recognize the serious crossed-median accident record, four fatalities in two years of operation, and participate in the construction cost of the continuous barrier. As suggested by the California study to which you refer the crossed-median type of accident becomes potentially more serious with large traffic volumes.

Shifting of the traffic lanes outward to gain a foot more clearance to the rail, as suggested but not favored by the State,

Copy to Edwards
Probert

W. C. Williams - 2

February 27, 1957

does not seem a desirable solution as a shoulder deficiency would result. Accordingly, we agree with retention of the existing roadway and median section.

Acceptance of the median rail clearance deficiency in the subject case should not be considered as establishing a precedent for other such situations. Each case should be considered on its own merit. Valuable conclusions may be drawn from observations of operation with the proposed installation in place."

The above decision places the project in line for programing at your convenience.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



22-30
08-00

C O P Y

BUREAU OF PUBLIC ROADS

ref: LH - 3
Design 4

Mr. F. E. Andrews, Regional Engineer
Portland, Oregon

February 20, 1957

G. W. Williams, Assistant Commissioner
Washington, D. C.

Oregon - Project I-303(15)

Reference is made to your memorandum of January 16 in regard to the design of an 8-foot flush median with a double guardrail and the inclusion of light standards therein. We appreciate the opportunity of offering you our comments.

The Interstate standards do not specifically cover the subject case but do indicate that (a) curbs or other devices may be used where necessary to prevent traffic from crossing the median, and (b) vertical elements in the median higher than 12 inches (such as rails, light poles, etc.) shall be at least 3 1/2 feet clear of the edge of through traffic lane. The AASHO Rural Policy states that light poles should be omitted unless the median is at least 10 and preferably 15 feet wide. The pending Urban Policy refers to light poles in the median as generally undesirable and that where they must be considered in special cases there should be a 4-foot clearance.

Available published reports and data concerning barriers in urban freeway medians do not provide definite warrants for such design; however, there appears to be a trend toward such design sections. Double guardrails have been or are being installed in some sections of urban freeways with narrow medians in Los Angeles, New York, Boston, Detroit, Atlanta and Houston and possibly others on which we have not been advised. Accordingly, we would be willing to accept a proposed design for an 8-foot median with double guardrail if you are convinced that a somewhat wider section was not obtainable at costs within reason.

We are concerned with operating and safety problems if the median is a flush section. The median edge should be made highly evident to drivers, with contrast of color and texture between it and the through traffic lane. A low curb edge line or a mountable curb would be much more effective. Since the median area likely would be surfaced, it could be built as a low curb section without substantial cost increments. We recognize that such details of median section are moot questions and accordingly cannot state that any one treatment is the better.

Placement of light standards in the proposed 8-foot median has undesirable aspects. While provision of a 3.5-foot offset meets minimum Interstate requirements it would be preferable, unless a large loss in light intensity can be shown, to locate the light standards back of the

(more)

- 2 -

right shoulder line. Presumably it is practical to locate the standards in the median so that the double-faced guardrail affords adequate protection. If this is so and it is not feasible to utilize a wider median, the inclusion of light poles in the proposed 8-foot median with guardrail can be approved.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

February 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of January 29, 1957 again asked consideration of constructing a median guardrail on the Barbur Boulevard-Tualatin River Section of the R. H. Baldock Freeway. A copy of your letter and the December 1956 issue of "Street Engineering" describing Detroit's experience with crossed-median accidents has been forwarded to our Regional office.

In view of the number and severity of the crossed-median accidents which have occurred on this section of the freeway, we believe that installation of median guardrail would be a desirable safety measure. The question of eligibility for financing with Interstate funds has been referred to our Regional and Washington offices and you will be advised as soon as we receive a reply.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

*Copies to Edwards
Probert*

FOI ED
FORREST COOPER

January 29, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of January 18, 1957 which refers to the matter of constructing a median guardrail on the Barbur Boulevard-Tualatin River Section, I wish to again ask your consideration on the following basis:

As there appears to be a 12 $\frac{1}{2}$ -inch deficiency in the half-width section, I suggest that the lanes be shifted outward this amount if you feel that this minor deficiency in an existing project will not allow you to approve the rail. This, of course, brings up the matter of the pavement depth at the shoulder line and also would make the outer shoulder in theory 12 $\frac{1}{2}$ inches deficient in width. From a standpoint of practicability, I doubt that anyone would wish to tear the pavement out at the edge to add a one-foot strip; however, I would appreciate your comments. As stated above, this treatment would create a technical deficiency of one foot in shoulder width. I doubt that this deficiency actually exists; however, if you feel it is of sufficient moment, the matter could be corrected by the addition of rock along the outer edge of the existing surfacing. I doubt that this would accomplish much, except to give us technical compliance with the standards on an existing facility.

Referring to the study reported in California Highways and Public Works for March-April, 1956 which you mention, I do not believe that this is apropos in the instant case. I assume you refer to the section headed "Record of Medians" on page 43. This article contains some double talk, all in one sentence, which I quote: "....Briefly, the studies show that a positive divider is twice as safe as a traversable median in preventing approach-type accidents (head-on and head-on sideswipe), but for each such approach-type accident eliminated there will be five additional single car accidents reported, primarily involving the barrier...." (emphasis mine). The double talk continues:

Mr. C. G. Folk - 2

January 29, 1957

"....medians with a physical barrier show approximately 10 per cent more persons killed or injured than do traversable-type medians. The 'Median Study' did show, however, that barrier-type medians showed to better advantage as traffic volumes increased....".

The article continues for several more paragraphs in this confusing vein. As stated above, I do not believe that the California report, which is confusing at best, is apropos in this case, for the following reasons:

1. There is no similarity in the weather conditions between the Harbor Boulevard-Tualatin River Section and highways in the Pasadena-San Bernardino area.

2. A low-type curb median is now in place on the unit under discussion, which

3. Has not prevented two spectacular fatal accidents.

4. In rebuttal to the California article, I refer you to an article on page 5 of the December, 1956 issue of "Street Engineering" entitled "Detroit Installs Guard Rails in Expressway Medians".

On this basis, the project is again submitted to you with the request for determination as to possibility of financing under the interstate system.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. Tom Edwards
Mr. S. H. Probert

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 24, 1957

SUBJECT: Accident Experience
R. H. Baldock Freeway
Haines Road-Nyberg Road Section

To: Forrest Cooper
Deputy State Highway Engineer
Office

You asked Mr. Head for certain accident information on the R. H. Baldock Freeway between Haines Road and Nyberg Road Monday afternoon and I think that we can best summarize the accident experience for the period from November 1, 1954 to October 31, 1956 by summarizing briefly the events relating to the some 19 accidents that have occurred in that period.

Let me state first that we have one reported accident in the 24-month period studied involving a vehicle jumping the divider. This occurred at M.P. 8.58 just south of Haines Road. In this accident two persons were killed and two persons were injured. The vehicle which crossed the divider struck a northbound vehicle.

In 1954 there were no reported accidents in the section studied between M.P. 7.81 and M.P. 11.92. In 1955 there were four reported accidents in the section in question resulting in an accident rate of 0.32 accidents per million vehicle miles. In 1956 there were a total of 15 reported accidents and the accident rate per million vehicle miles in the same section was 1.14.

The following is a brief summary of each of the 19 reported accidents:

In May, 1955 at M.P. 7.81 just north of S.W. 64th, a sideswipe overtaking accident occurred involving two vehicles northbound. The pavement was dry and it was daylight.

October, 1955, at M.P. 8.22 just south of the Haines Road northbound connections, a vehicle entered the freeway southbound in the northbound lanes and sideswiped two northbound vehicles. It was daylight and the pavement was dry. Two persons were injured.

March, 1955, at M.P. 9.82 south of Bonita Road undercrossing, a sideswipe overtaking accident occurred involving two northbound vehicles. One was jockeying between traffic lanes. It was daylight and the pavement was dry.

November, 1955, at M.P. 11.08 south of Lower Boones Ferry Road overcrossing, a rear-end collision occurred between two northbound vehicles. The vehicle that did the striking was traveling at a high rate of speed and the vehicle struck had improper lights. It was dark and there was snow on the ground.

March, 1956, at M.P. 8.01 north of Haines Road undercrossing, a rear-end collision occurred involving two northbound vehicles, one being improperly parked. It was daylight and there was snow on the pavement.

June, 1956, at M.P. 8.15 south of Haines Road undercrossing, a head-on collision occurred between a southbound vehicle which had improperly entered the northbound lane from the Haines Road interchange and struck head-on a northbound vehicle. It was daylight and the pavement was dry. One person was injured.

October, 1956, at M.P. 8.19 south of Haines Road undercrossing, two northbound vehicles sideswiped overtaking, one of them was skidding out of control in daylight on wet pavement.

In March, 1956, at M.P. 8.27 south of Haines Road interchange, a head-on collision occurred between a southbound vehicle which had improperly entered the northbound lanes and a northbound vehicle. It was dark and the pavement was dry.

March, 1956, at M.P. 8.58 south of Haines Road interchange, a southbound vehicle jumped the divider and slid sideways into the path of a northbound vehicle. The northbound vehicle slowed in an attempt to avoid the collision which occurred in daylight with snow on the pavement. Two persons were killed and two injured.

March, 1956, at M.P. 8.94 south of Haines Road interchange, a rear-end collision occurred between two northbound vehicles. One was stopped in the lane of traffic and the striking vehicle skidded attempting to stop. It was daylight and snow was on the pavement surface.

In October, 1956, at M.P. 9.42 north of Bonita Road connection, a rear-end collision occurred between two northbound vehicles. The vehicle doing the striking was traveling at an excessive rate of speed. It was daylight and the pavement surface wet. Two persons were injured.

October, 1956, at M.P. 9.55 north of Bonita Road connection, a rear-end collision occurred between two southbound vehicles. The striking vehicle was following too close to a vehicle slowing down to leave the freeway. It was dark and the pavement was dry.

In July, 1956, at M.P. 9.58 south of the connection to Bonita Road interchange, a northbound vehicle overturned in the roadway. It was during daylight hours and the pavement surface was dry.

April, 1956, at M.P. 9.90 south of Bonita Road undercrossing, a southbound vehicle overturned in the roadway. This was attributable to a defective steering gear. It occurred after dark on dry pavement.

April, 1956, at M.P. 10.40 south of Upper Boones Ferry Road undercrossing, a rear-end collision occurred involving two southbound vehicles. This happened during daylight hours on dry pavement and one person was injured.

September, 1956, at M.P. 11.09 south of Boones Ferry Road overcrossing, a southbound vehicle struck a dog. It was daylight and the pavement was dry.

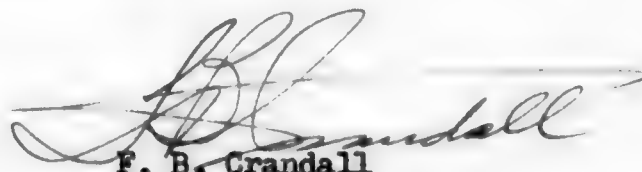
October, 1956, at M.P. 11.37 north of the S.P. Company undercrossing, two northbound vehicles sideswiped overtaking, one was passing under unsafe conditions. The vehicle that was struck was stopped. It was dark and the pavement was dry.

March, 1956, at M.P. 11.85, two southbound vehicles sideswiped overtaking. The vehicle that was struck was jockeying between traffic lanes. It was dark and the pavement was dry.

August, 1956, at M.P. 11.87, two northbound vehicles had a rear-end collision. The vehicle struck was jockeying for position. This occurred during daylight on dry pavement. There was one person injured.

You will notice that there is a considerable concentration of northbound collisions in 1956 between Bonita and Haines Road interchanges. We have contacted Mr. Widdows' office and requested certain adjustments in signing as would preclude a vehicle entering the freeway to go southbound in the northbound lanes. You will recall that in this section the northbound traffic is on an up grade. Of the nine collisions occurring in this section, two occurred on snow and two occurred on a wet pavement surface and only one of the nine collisions occurred in the southbound lane. One of them did involve a southbound vehicle jumping the divider. Perhaps a study of pavement surface characteristics as would be conducive to skidding might be in order.

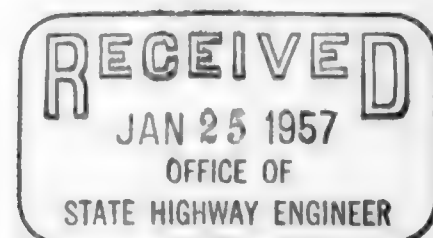
I attached hereto the November-December 1956 issue of "California Highways and Public Works". I call your attention to an article on page 18 and in particular the third conclusion to this article on page 20. This magazine should be returned to the general files librarian.


F. B. Crandall
Traffic Engineer

JAH:bc

Attachments

cc: G. S. Paxson



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 18, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of January 16, 1957 makes inquiry regarding Federal participation in the cost of installing a double-faced guardrail type barrier in the existing median on that portion of US 99 (Baldock Freeway) between Barbur Blvd. and the Tualatin River.

The clearance of 2'-5-1/2" from the edge of the through traffic lane to the face of the guardrail is substandard and less than the 3'-6" required by Interstate standards. This feature probably makes the project ineligible for financing with interstate funds. If some unusual condition is involved such as a very high accident rate, it might have some bearing on the eligibility. A record of reportable accidents in which the present median was affected in any way would be of value and might be submitted as justification.

We note that experience in California indicates that installation of a physical barrier within an existing median in a rural area does not reduce accident rates (see California Highways and Public Works for March-April, 1956).

A copy of your letter and sketch will be submitted to our Regional office in Portland for comment.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



RECEIVED
JAN 17 1957

FOR FILING

I-503(10)

4485-

January 16, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We have been giving some thought to the placing of a more protective barrier in the median between opposing traffic lanes on that portion of US99 (Balcock Freeway) between Bartur Boulevard and the Tualatin River. This, as you know, is the narrow section which now has a seven-inch-high barrier curb $3\frac{1}{2}$ feet in width. Under certain conditions it is possible for vehicles to jump this barrier, with potentially serious consequences.

I have had a cross section prepared, a copy of which is enclosed, which indicates the widths of the various elements as now constructed and also shows the installation of a double-faced guardrail type barrier.

We have estimated the cost of constructing this facility at approximately \$5.50 per foot, or, in round figures, \$29,000 per mile. The section is, roughly, 20,000 feet long, and on this basis the project would cost \$125,000.

While no decision has yet been made regarding this matter, we are exploring the possibilities of making the installation, and the purpose of this letter is to ask you for a determination as to whether or not the project could be financed with interstate funds on the usual basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

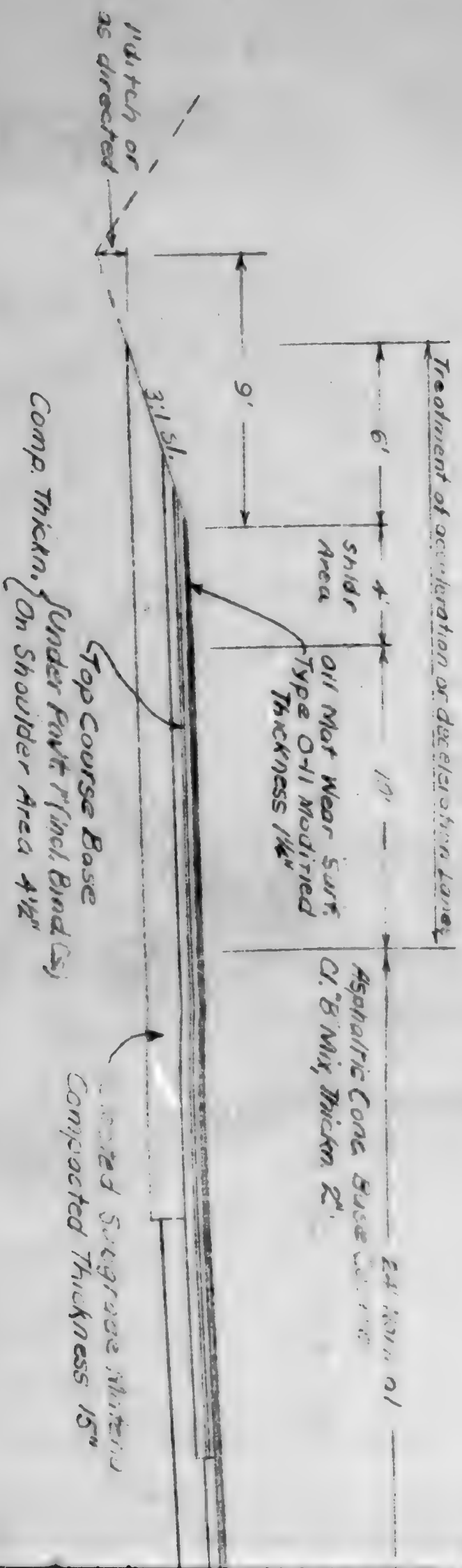
FC:ms

cc Mr. Tom Edwards
Mr. S. H. Probert

Encl.

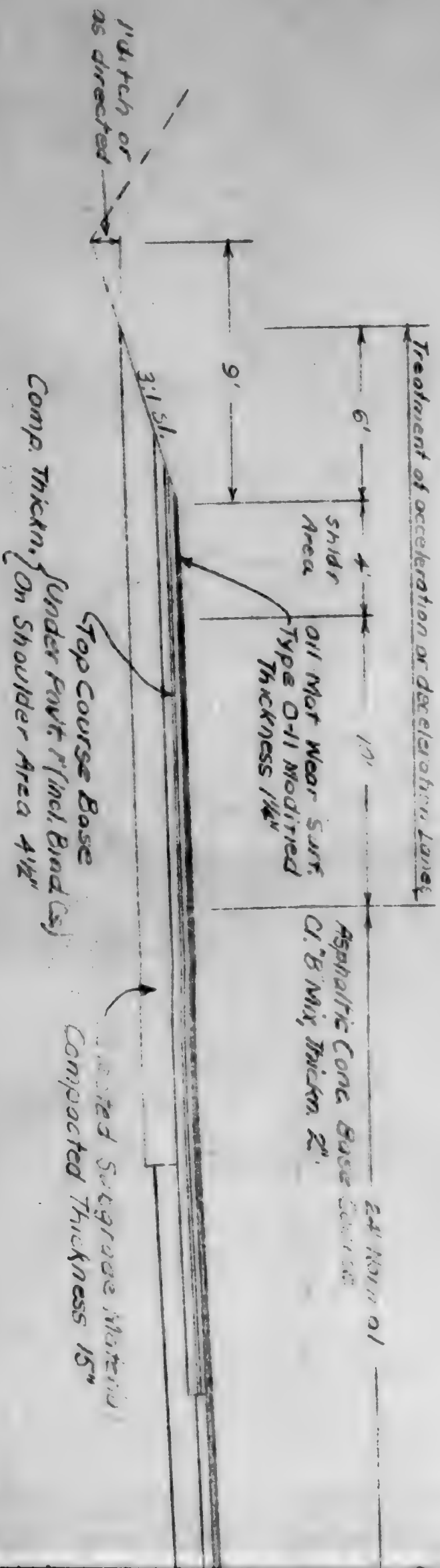
TYPICAL

Notes: PA#1
Written, 7" Exposure
Drawing 6" Exposure



TYPICAL

Note: PA#1
Written, 7" Exposure
Drawing 6" Exposure

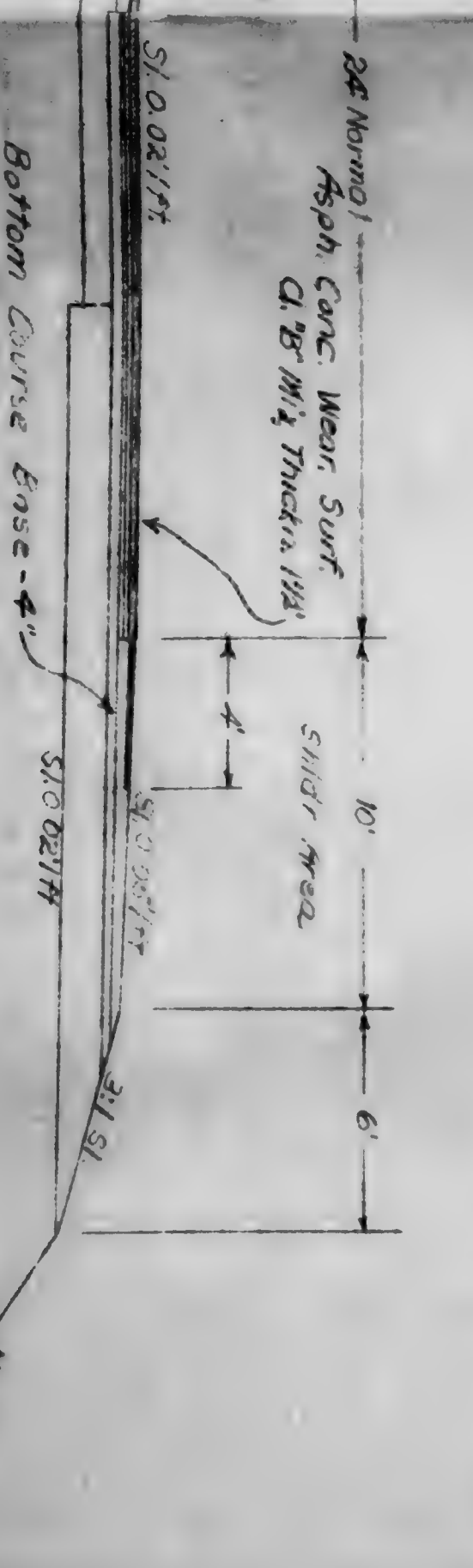


Contract 3957

BARBUR
WEST PO

Hand-drawn cross-section diagram of a levee. The diagram shows a cross-section of a levee with various dimensions and labels. The top width is 36 inches (3'6"). The crest width is 3 feet (3'). The downstream slope is 1.5 horizontal to 1 vertical (1.5:1). The upstream slope is 0.1 horizontal to 1 vertical (0.1:1). The total height is 9 feet (9'). The bottom width is 13 feet (13'). The diagram is labeled "Profile Grade" and "Batter 1:6". A note indicates "1/2" X 7" Boat Spikes" are driven into the ground.

Batten 1:6
113"

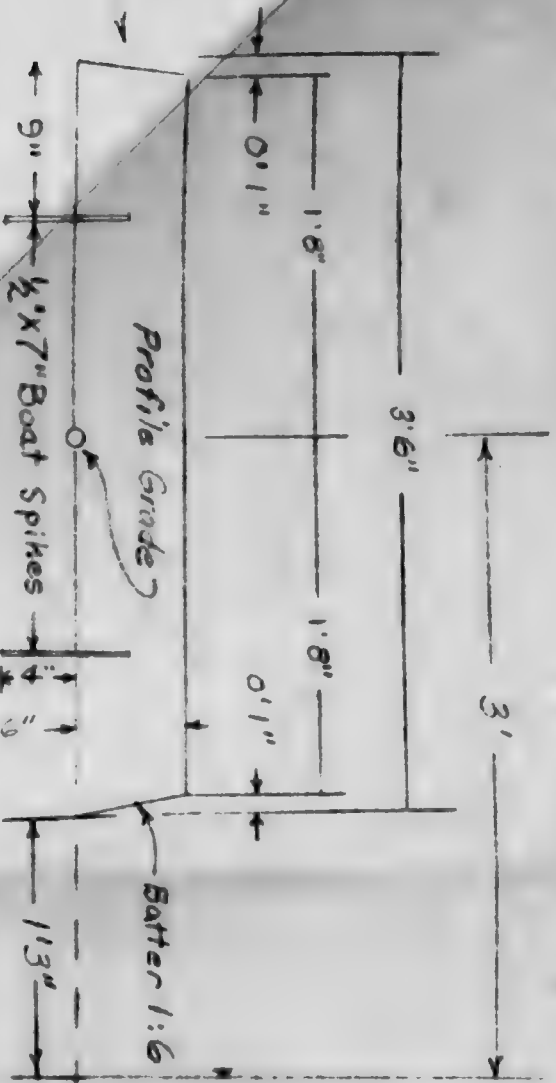


BF1-303(10)

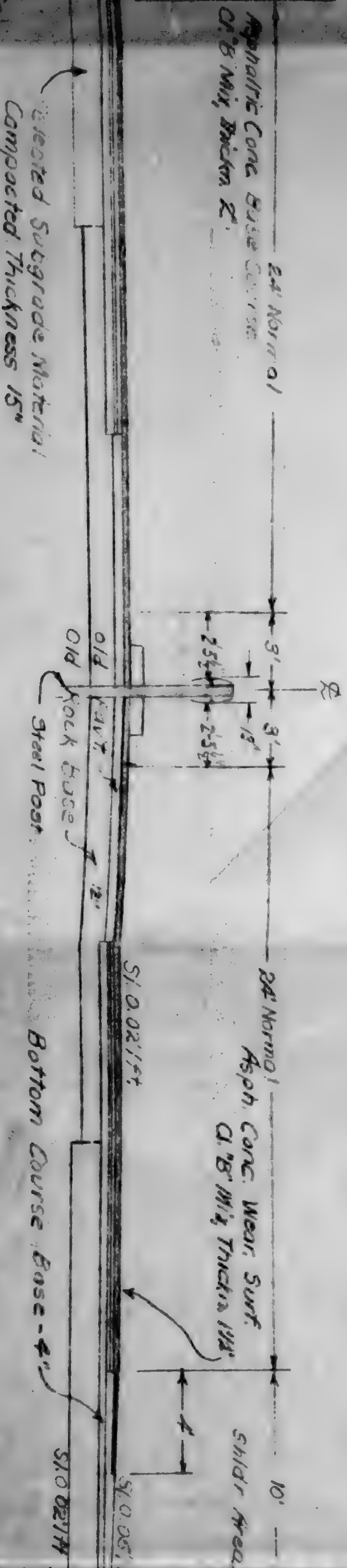
TYPICAL

SECTIONS

Note: PA#1
Written, 7" Exposure
Drawing 6" Exposure



Existing Footement



BARBER BLVD - WHITE SCH. SECTION
WEST PORTLAND - HUBBARD HIGHWAY

RFT-303(10)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1957

SUBJECT: Median guardrail

To: Mr. W. O. Williams
State Highway Engineer

We have estimated the costs for guardrail to be placed in 4-foot concrete medians specifically on the section of the Baldock Freeway from the Tualatin River to Barbur Boulevard junction. I am attaching a print from Drawing 8-249 which shows the three types. These are:

1. A 4-inch round aluminum tube supported on cast aluminum posts anchored to the median.
2. A double standard steel guardrail on steel posts.
3. A concrete parapet wall anchored to the median.

The estimated costs are as follows:

1. Aluminum rail	\$5.43 per foot or \$28,670 per mile
2. Standard steel guardrail	\$5.44 per foot or \$28,723 per mile
3. Concrete barrier	\$6.84 per foot or \$36,115 per mile

On the section from Tualatin River to Barbur Boulevard junction it would require 19,650 linear feet, or \$106,700; after adding 12½ per cent for engineering and contingencies, this would amount to approximately \$120,000.

I believe that the standard steel guardrail on steel posts is preferable in that it will provide a continuous barrier for a vehicle to slide along.

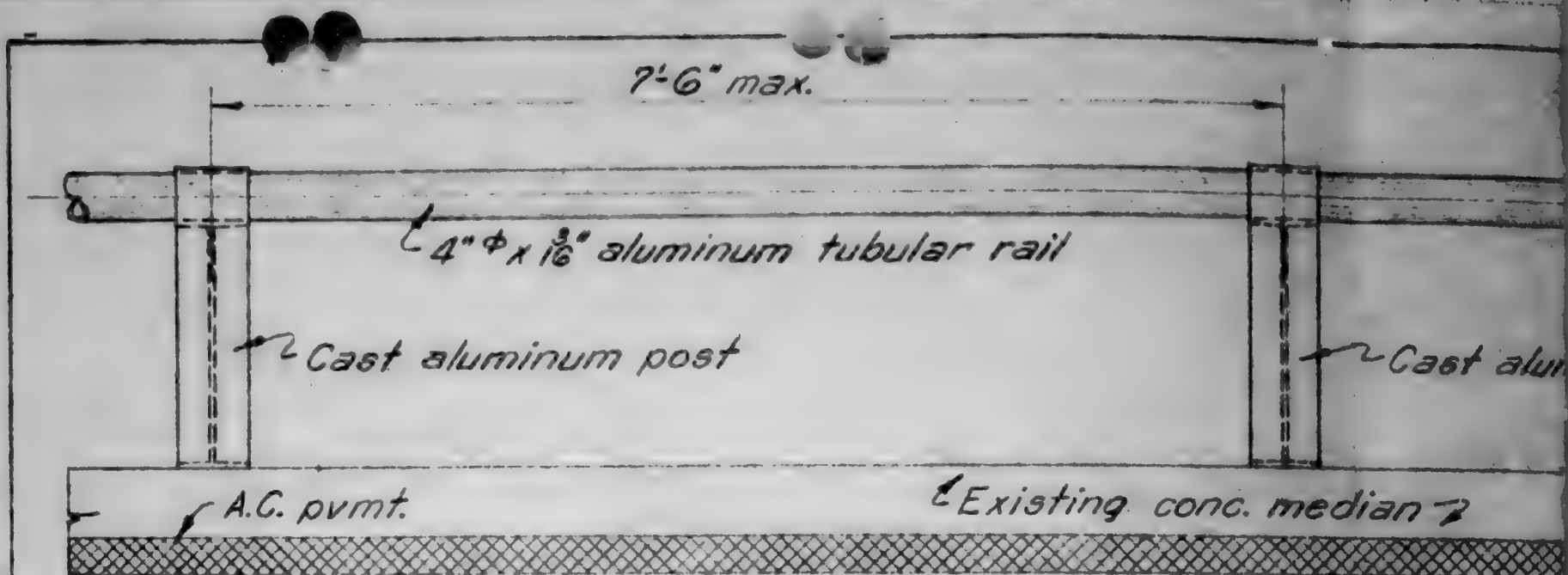
Original signed
G. S. Paxson

G. S. Paxson
Assistant State Highway Engineer

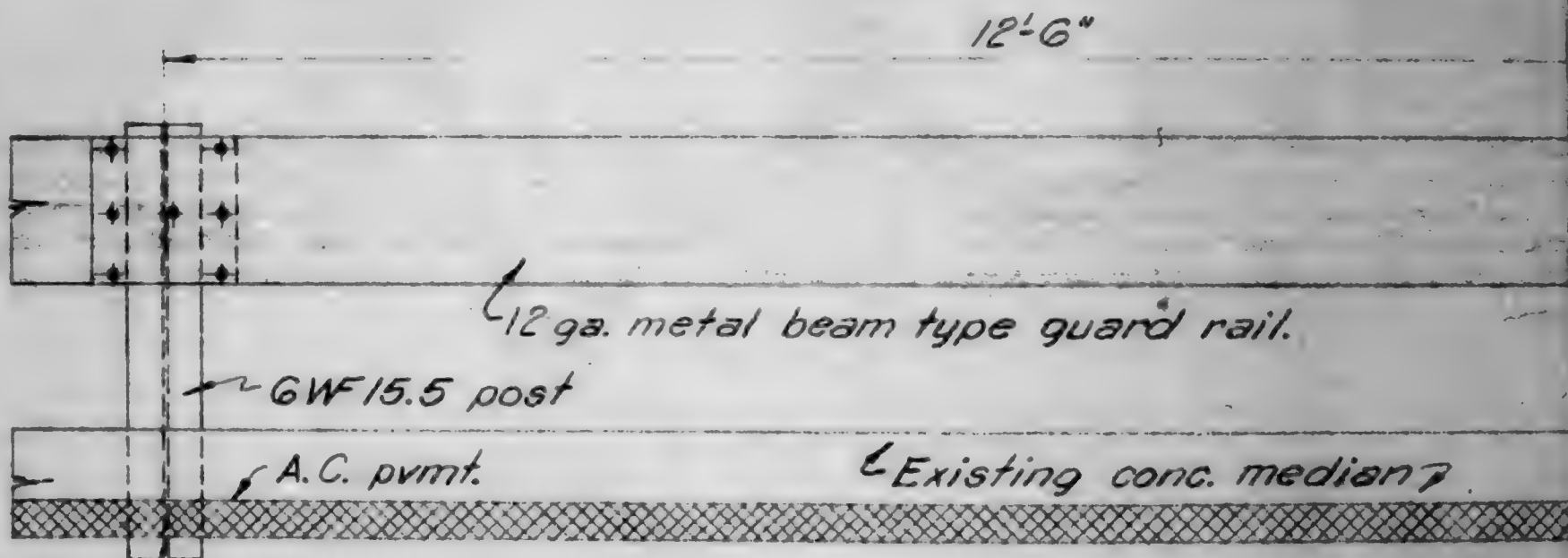
Attach.

GSP:gm
cc Mr. Forrest Cooper
Mr. P. M. Stephenson

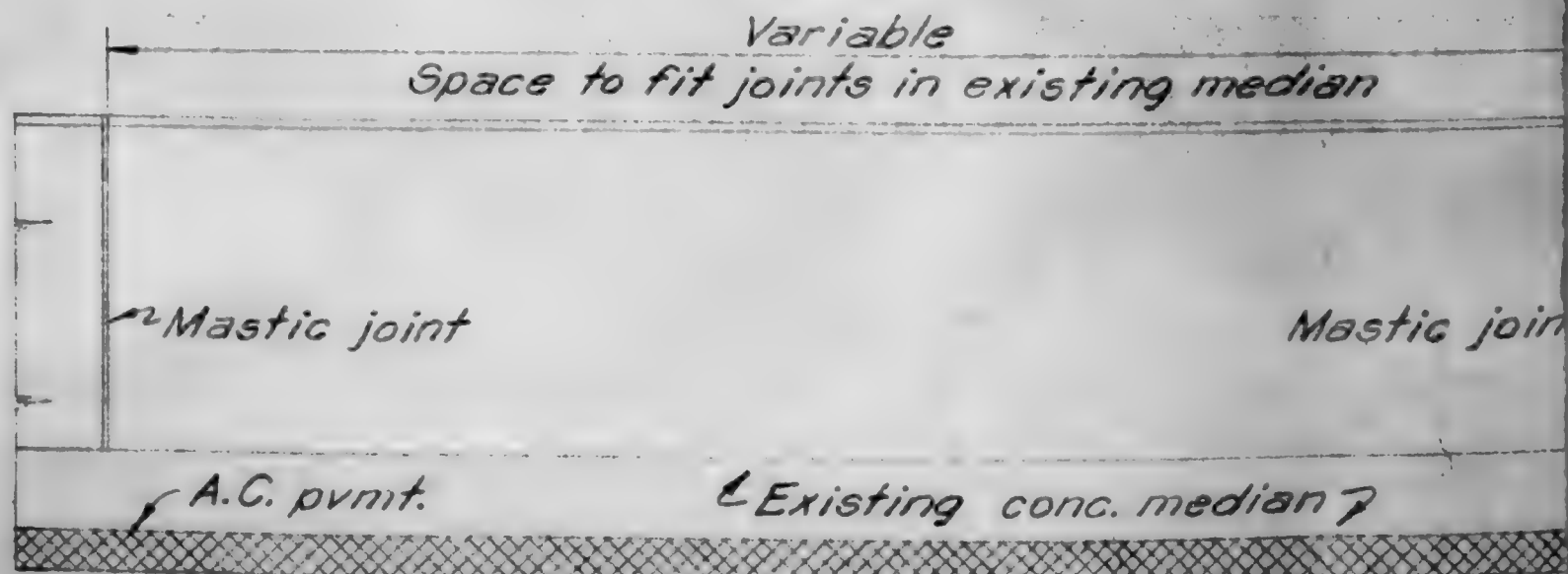
NOTED
FORREST COOPER



ALUMINUM PARAPET RAIL

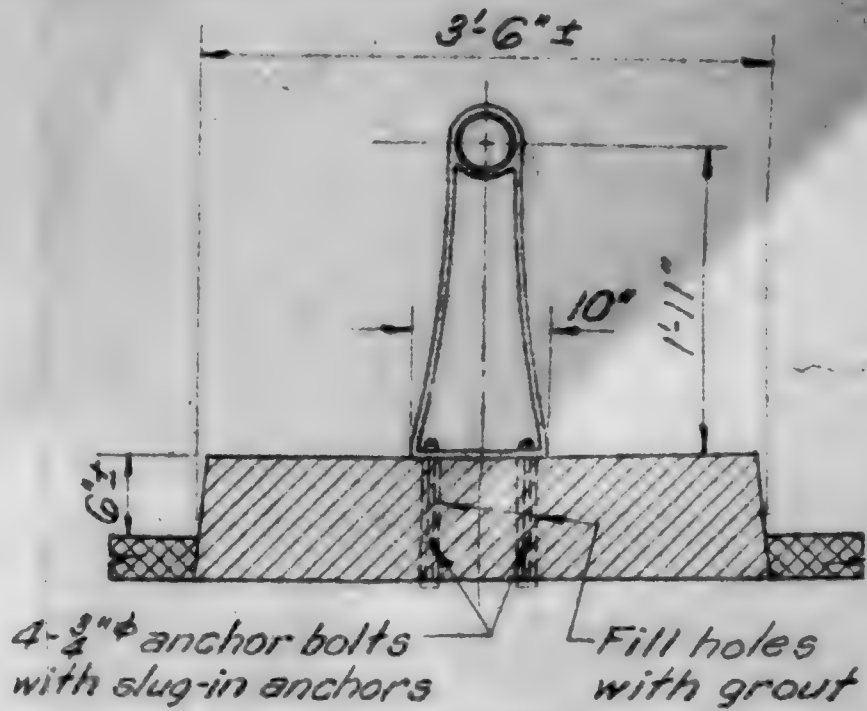


STEEL GUARD RAIL

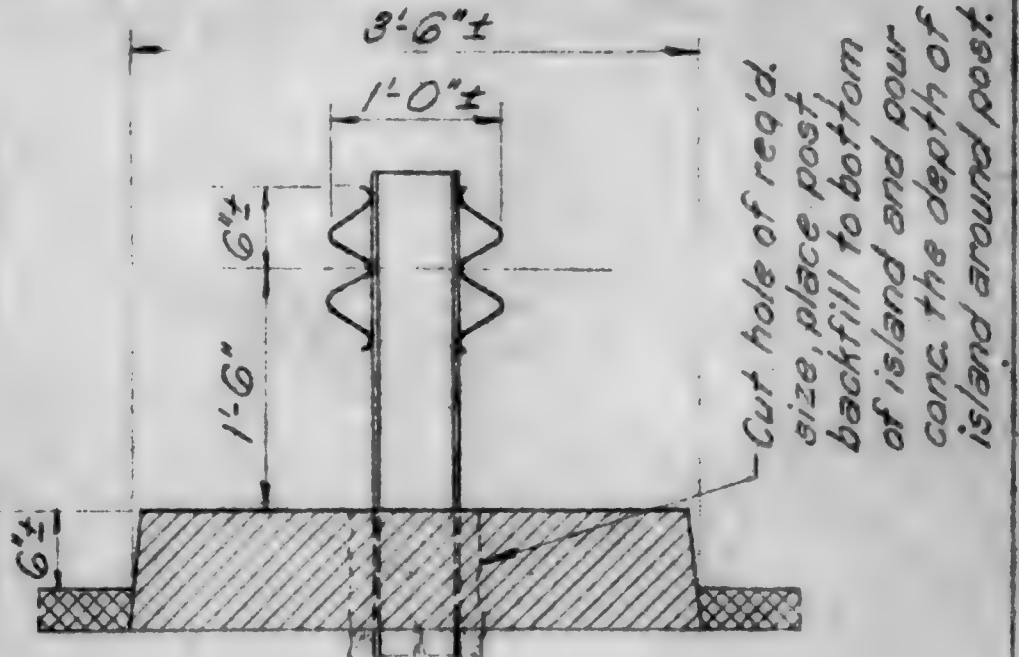


CONCRETE WALL

minimum post



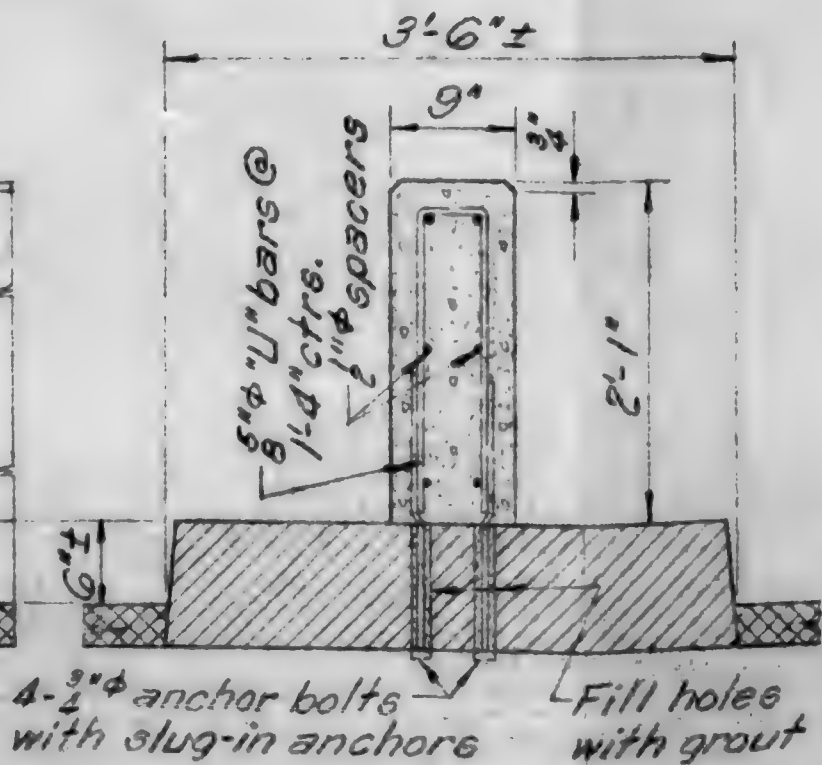
6WF15.5 post



Approved:

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION
MEDIAN RAIL
FOR
R.H. BALDOCK FREEWAY
DEC. 31, 1956 DRWG. No. S-249



F-4(3) Butte Cr. Pass Sec., John Day 1957
Hwy. (Grad. & Oiling)

RECEIVED

MAR 10 1959

NOTES

Butte Creek Falls

W. C. WILLIAMS

Contract No. 4986

F 4 (3)

FINAL COST ANALYSIS

Grading and Oiling

Contractor: Natt McDougall

Resident Engineer: Keats Oliver

March 2, 1959

John Day Highway

Prefix 35-1019

Project F 4 (3)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	50,000.00		23,494.46	50,000.00
Drainage Excav.	960.29	Cu. Yd.	3.00	2.51	2,408.02	2,880.87
General Excav.	492,979.8	Cu. Yd.	.54	.77	378,334.69	266,209.09
Short Overhaul	1,277,865.4	Yd. Sta.	.007	.008	10,387.27	8,945.06
Long Overhaul	24,986.2	C-Yd. Sta.	.40	.37	9,166.25	9,994.48
Finishing Roadbed & Slopes	4.64	Mile	900.00	807.58	3,747.15	4,176.00
Rounding Cutbanks	16,025	Lin. Ft.	.20	.18	2,809.51	3,205.00
12" Corr. Metal Pipe	192	Lin. Ft.	3.10	2.94	565.20	595.20
18" Corr. Metal Pipe	2,002	Lin. Ft.	4.40	4.02	8,045.12	8,808.80
24" Corr. Metal Pipe	242	Lin. Ft.	6.70	5.35	1,294.42	1,621.40
24" Corr. Metal Pipe Asb. Bonded 10 Gauge	282	Lin. Ft.	12.20	10.00	2,820.63	3,440.40
36" Corr. Metal Pipe	146	Lin. Ft.	12.40	11.58	1,690.80	1,810.40
48" Corr. Metal Pipe	54	Lin. Ft.	17.00	14.18	765.98	918.00
60" Corr. Metal Pipe	70	Lin. Ft.	29.00	28.74	2,011.93	2,030.00
Salvaging Culvert Pipe	54	Lin. Ft.	5.00	1.67	90.30	270.00
48" Elliptical Inlets	1	Each	260.00	233.09	233.09	260.00
60" Elliptical Inlets	1	Each	360.00	311.48	311.48	360.00
Metal Guard Rail	14,146.5	Lin. Ft.	2.58	2.41	34,075.35	36,497.97
Salvaging Guard Rail	699.5	Lin. Ft.	1.65	1.42	993.67	1,154.18
Metal Sight Posts	244	Each	3.00	2.22	541.68	732.00
Coarse Cr. Mat'l in Base	45,040	Cu. Yd.	2.20	1.87	84,177.66	99,088.00

FINAL COST ANALYSIS - BUT CREEK PASS - Page 2

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4-0 Material in Base	6,185	Cu. Yd.	2.50	1.94	12,013.02	15,462.50
Sprinkling	2,766.6	M-Gal.	2.50	2.22	6,155.42	6,916.50
Preparation of Base	4.64	Mile	200.00	190.70	884.84	928.00
3/4-0 Mat'l in Binder Course	750	Cu. Yd.	3.50	3.33	2,494.60	2,625.00
Furnish & Place Aggregate	2,905	Cu. Yd.	3.50	3.33	9,654.71	10,167.50
MC-2 Asphalt	93.12	Ton	48.00	44.54	4,147.44	4,469.76
120-150 Asphalt	202.64	Ton	45.00	41.67	8,443.05	9,118.80
RS-1 Asphalt	60	Ton	49.00	44.26	2,655.72	2,940.00
PA#1 Purchase Pine Timber from Contractor	72.64	M/FBM	34.50	Cost included in the clearing		2,360.80
PA#1 Purchase Fir & other Timber from Contractor	72.32	M/FBM	7.50	Cost included in the clearing		542.40
PA#2 Salvage Coarse Base Mat'l	260	Cu. Yd.	1.00	.91	235.60	260.00
PA#3 Aggregate in Stockpile	376	Cu. Yd.	2.20	1.88	705.98	827.20
Force Account					8,030.31	8,479.74
					<u>\$623,385.35</u>	<u>\$568,095.05</u>

	<u>Gross Revenue</u>	<u>Total Cost</u>	<u>Profit</u>	<u>Loss</u>	<u>Net Loss</u>	<u>% Profit</u>	<u>% Loss</u>	<u>Total % Loss</u>
Natt McDougall	415,291.79	491,598.68		76,306.89			18.4%	
Calkins Crushing Co.	130,792.20	110,860.46	19,931.74			15.2%		
J. C. Compton Co.	22,011.06	20,926.21	1,084.85			4.9%		
	<u>\$568,095.05</u>	<u>\$623,385.35</u>	<u>\$21,016.59</u>	<u>\$76,306.89</u>	<u>\$55,290.30</u>	<u>13.7%</u>	<u>18.4%</u>	<u>9.7%</u>

Butte Creek Pass
Contract No. 4986

DETAIL OF COST
Natt McDougall

Labor;

Supervision	\$ 10,911.87	
Labor	179,784.66	
Labor Insurance	17,195.38	
Health & Welfare	5,371.65	\$ 213,263.56

Materials:

12" Corr. Metal Pipe and Bands	422.10	
18" Corr. Metal Pipe and Bands	5,750.99	
24" Corr. Metal Pipe and Bands	1,089.72	
24" Corr. Metal Pipe Asbestos Bonded and Bands	2,678.60	
36" Corr. Metal Pipe and Bands	1,472.16	
48" Corr. Metal Pipe and Bands	680.16	
60" Corr. Metal Pipe and Bands	1,597.28	
48" Elliptical Inlet	198.00	
60" Elliptical Inlet	253.66	
Metal Guard Rail	21,720.37	
Metal Sight Posts	322.08	36,185.12

Equipment Rental & Miscellaneous Supplies:

Equipment Rental	134,273.58	
Gas, Oil, and Grease	30,473.34	
Bond	2,568.98	
P.U.C.	379.50	
P.L. and P.D. Insurance	2,383.67	
Small Tools and miscellaneous suppoes and drill steel	9,275.70	
Explosives	38,793.72	
Paid J. C. Denton for installing Guard Rail and Sight Posts	11,536.80	
Home Office and General Overhead	12,464.71	242,150.00

\$ 491,598.58

Butte Creek Pass
Contract No. 4986

DETAIL OF COST
Calkins Crushing Company

Labor:

Labor	\$ 29,029.04	
Labor Insurance	2,609.35	
Health & Welfare	978.51	
		\$ 32,616.90

Equipment Rentals & Miscellaneous Supplies:

Equipment Rentals	51,110.35	
Gas, Oil, & Grease	5,943.74	
Bond	784.75	
P.U.C.	215.75	
P.L. & P.D. Insurance	362.86	
Explosives	10,607.76	
Small Tools and miscellaneous supplies	1,575.00	
Move in Freight and Cartage	3,718.35	
Home Office and General Overhead	3,925.00	
		78,243.56

\$ 110,860.46

Butte Creek Pass
Contract No. 4986

DETAIL OF COST
J. C. Compton Company

Labor:

Labor	\$ 3,404.79	
Labor Insurance	279.71	
Health and Welfare	90.29	
		\$ 3,774.79

Materials:

MC-2 Asphalt	2,630.64	
120-150 Asphalt	5,268.64	
RS-1 Asphalt	1,668.00	
Freight on Asphalt	3,913.36	
		13,480.64

Equipment Rentals & Miscellaneous Supplies:

Equipment Rentals	1,718.26	
Gas, Oil, and Grease	927.08	
P.U.C.	100.44	
P.L. & P.D. Insurance	42.56	
Home Office and General Overhead	707.44	
Small Tools and miscellaneous supplies	175.00	
		3,670.78

\$ 20,926.21

Remarks - Butte Creek Pass - Contract No. 4986

This was a "Federal Aid Primary Project" calling for the grading and oiling of 4.64 miles of highway roadbed on the Butte Creek Pass Section of the John Day Highway in Wheeler County.

The contract was bid June 6, 1957, awarded June 27, 1957, work started June 19, 1957, and the project was completed October 1, 1958.

The contractor moved in two D8 cats and dozers and a crew of fifteen men and started clearing and grubbing on June 19, 1957. It required several weeks to prepare enough space to install culvert pipe and start the excavation, the clearing and excavation was done simultaneously. The contractor cut the Pine and Fir trees into logs that were dragged by a D8 cat to the roadside to be loaded onto the Lumber Company's log trucks. A good profit was realized on the clearing.

The contractor did the excavation with the following equipment: four D8 cats and dozers, one D9 cat and dozer, one D7 cat and dozer, one HD21 tractor and dozer, three S18 scraper units, one 2-1/2-cubic yard shovel, three 17-cubic yard Euclid trucks, three air compressors, one wagon drill, and one airtrac drill. More rock was encountered than the contractor anticipated requiring a large amount of drilling and shooting, increasing the cost of the excavation. A large loss was suffered on the excavation.

Calkins Crushing Company sub-contracted the crushing of all rock at bid prices and moved his crushing plant to a State owned quarry, but not the one specified. This quarry was located approximately 1.2 miles distant from the specified quarry.

The sub-contractor started crushing rock October 28, 1957 averaging more than 120-cubic yards per hour which was good production. The equipment used on the crushing was: one 1-cubic yard shovel, two Dumptors, one 5-cubic yard dump truck, one HD20 tractor and dozer, one 2-1/4-cubic yard front end loader, three 10-cubic yard dump trucks, one 14-cubic yard truck, compressor and wagon drill, and one portable 4-crusher crushing plant.

J. C. Compton Company did the oiling on this project using the following equipment: one distributor, two transport trucks, one retort, two #12 blades, two rollers, and from ten to twelve 6- and 8-cubic yard trucks. It required approximately 1-1/2 weeks. A small profit was realized on the oiling.

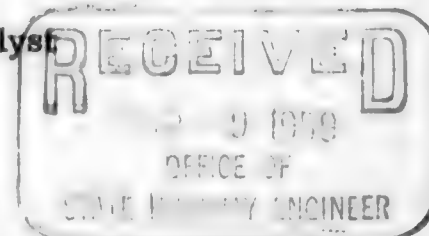
The contractor purchased the guard rail and sight posts and hired J. C. Denton to install these items.

The contractor had good bid prices, good equipment, and good supervision but the excess rock in the excavation that required more drilling and shooting than anticipated, resulted in a loss.

M. N. Juve
Chief Cost Analyst

By

George Kayser



RECEIVED
DEC 24 1958

FOR FILING

F 4(3)

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 18, 1958

(CONTRACT NO.) 4986

(EST. NO.)

(CONTRACTOR)

4986

(VOUCHER NO.)

16 final

(WARRANT NO.)

Natt McDougall Company

(AMOUNT)

(DATE)

29321

H 231261

\$ 17,032.65

12/18/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 170 workdays from 7-15-58

Time Extensions: ~~Estimated~~ None

Completion Date: Oct. 1, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 19, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Hoyd Gentry
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

DEC 19 1958
GRW

NOTED ON CARD
GRW

RECEIVED
DEC 10 1958

FOR FILING

F 4 (3)
4-115

Dec. 10, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4986, for grading and paving on the Butte Creek Pass Section of the John Day Highway in Wheeler County was completed by the contractor, Matt McDougall Company, on Oct. 1, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$17,032.65 will be released to the contractor after acceptance by the Commission. The total contract amount is \$568,095.05, of which amount \$8,479.74 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

cm

RECEIVED
OCT 6 1958

FOR FILING

4711

October 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering painting and reflectorizing eight posts on the Butte Creek Pass Section of the John Day Highway in Wheeler County, Contract No. 4986, in connection with Federal Aid Project No. F-4(3).

This work is necessary to delineate the highway. At the time of award of the contract, this work was not included as a contract item.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.

DBP:cr

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Butte Creek Pass For Week Ending October 3, 1958
 Highway John Day County Wheeler Kind of work Grading and Oiling
 Contractor Hatt McDougall Co. Section prefix 35-1019
 Date of contract June 27, 1957 Contract number 4986
 Date work started June 19, 1957 Specified work days 170
 Project authorization \$ 681,957.00 Work days used 150
 Exclusive of engineering \$ 633,402.28 Per cent of time elapsed 88.2 %
 Estimated cost of completed project, exclusive of engineering \$ 573,620.50
 Estimated per cent overrun or underrun -9.4 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 48,494.72
 Engineering cost to date \$ 35,970 74 % Date project was completed October 1, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Painting and scotchliting of sight posts finished on Wed. which completed project.
 Semi-final will be ready in 5 to 10 days.

CONSTRUCTION DIVISION

RECEIVED

OCT - 6 1958

NOTED--☒ ☒ ☒ ☐ ☐

Noted
M. N. Juve

Signed _____

Address Ken's Oliver, box 344, Fossil

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.64	4.64		4.64	
Miles partially completed					
Miles completed	4.64	4.64		4.64	
Total estimated quantities (contract)	568,000	48,700		574	
Total quantities corrected to date	493,000	51,485		556	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
SEP 17 1958

FOR FILING

F-4(3)
4986

September 16, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
Butte Creek Pass Section
John Day Highway
Contract No. 4986, F-4(3)

Dear Mr. Polk:

The seeding, fertilizing and mulching work on the subject job, authorized in Order for State Force Work dated September 5, 1957, were completed August 2, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Staff Engineer

cc Mr. M. H. Astrup

RECEIVED
APR 23 1958

FOR FILING OREGON STATE HIGHWAY DEPARTMENT

F-4(2)
4706

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21st, 1958

SUBJECT:

To: Mr. G. W. Paxson
Asst't. State Highway Engineer
Office

L

In regard to the correspondence you received at this date from the Fossil Telephone Exchange, please be advised that the matter has been handled, account having notified the company on June 6, 1957 of the terms and conditions. All of the delay since that date is chargeable to the Fossil Telephone Exchange although I believe we now have it in hand.

Tom Edwards
Tom Edwards
Construction Engineer

TL:AR

RECEIVED
APR 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
SECTION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

April 14, 1938

To:

SUBJECT: Fossil Telephone Exchange
Butte Creek Pass Section
John Day Highway - Contract No. 4986
Complaint of Mrs. Nell Don Younce

Mr. Tom Edwards
Construction Engineer
Salem

Please refer to previous correspondence having reference to adjustments to the Younce telephone line and also to the Fossil Telephone Exchange line on the above section of highway.

Our Resident Engineer, Mr. Oliver, has made further investigation on the subject and a copy of his report, together with a sketch map of the project, showing the lines involved is attached. Also attached is an estimate of the cost of restoring the line owned by the Fossil Telephone Exchange through the section effected. This estimate was prepared by the contractor who performs the work for the telephone company.

Prior to commencement of construction on the above project, there were two lines through the construction area as shown on the sketch. The green line shows the location of the Younce line and the line shown in red is a line formerly owned by the Blue Mountain Telephone Company, but purchased prior to our construction by the Fossil Telephone Exchange. The Younce line served only the Younce farm and was serviced by the Fossil Telephone Exchange. The Fossil Telephone Exchange did not service any customers.

At the time our construction started, the Fossil Telephone Exchange was in the process of changing their system over from the old conventional system to the dial system. The Younce line did not lend itself to this conversion, due to the low standard of construction. As the Fossil Exchange was obligated to serve the Younce farm, they deemed it more economical to convert the recently acquired Blue Mountain line to their new service than it was to convert the Younce line.

It was with this plan that the telephone company proceeded to remove the lines from the path of construction. However, apparently the matter was not taken up with Resident Engineer Oliver, but after discussing the problem with the contractor, proceeded with the work

Clam
This is Parsons' copy

Page 2
Mr. Tom Edwards
April 14, 1958

of removing the lines. It was not until the 12th of March, 1958, that we were able to obtain an estimate of cost for the re-establishment of the lines. However, since only one service is involved, only one line need be replaced, and the estimate furnished us by Mr. Asher covers the cost of rebuilding the entire line, a distance of 4.36 miles, 2.46 miles of which was disturbed by reason of our construction and for which the State would be obligated to restore.

The estimate submitted by Mr. Asher is based on a pole line construction as against the original line which was mostly suspended on insulators attached to trees.

The expense involved in the removal of the old lines, through the area disturbed by our construction, and the expense involved in re-establishing the line, which would be practically identical whether it be pole line construction or a line suspended from trees, excepting for the cost of the poles, is an obligation of the State. Therefore, I am recommending that the State pay to the Fossil Telephone Exchange an amount based on their estimate for length of line required to be moved, by reason of our construction, less the cost of the poles involved in the State's share.

The estimate of cost as outlined above would be as follows:

Total length of line	4.36 miles
Length disturbed by construction	2.67 miles
- Length on old hwy. right of way	<u>.21 miles</u>
To be paid for by the State	2.46 miles
Cost to rebuild	\$5,700.00
Cost per mile	1,307.34
State's Share-2.46 miles	3,216.06
Less cost of poles	<u>271.22</u>
Total Cost to State	\$2,944.24

Mrs. Younce agreeable to the above plan.

E. G. Bickmore
E. G. Bickmore
Ass't Division Engineer

EOB:jz

cc - G. S. Paxson ✓



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Condon, Oregon

April 3, 1958

SUBJECT: Phone service
Butte Creek Pass section
John Day Highway
Contract No. 4986

To:

Mr. A. F. Parson
Division Engineer
La Grande

Attached hereto, a copy of the letter of June 6, 1957 from J. W. DeSousa to the Fossil Telephone Exchange as you requested by phone last week.

As you requested, all phone lines on subject project have been retraced and shown on the enclosed sketch map. Historys of the phone lines shown on the sketch map are:

(1) Mrs. Younce's private line (green on the sketch map) located Westerly and Southerly of the old road between stations 745 and 970+15, crossing the old road and the new road at station 970+15 and thence leaving the vicinity of the Highway. This line was in use giving Mrs. Younce satisfactory service at the time subject contract was let, although, since said contract was let the Fossil Exchange has put into service a dial system and, according to Mr. Asher (owner of the Fossil Telephone Exchange) this line would not give satisfactory dial service without considerable overhauling.

Portions of Younce line falling within clearing stakes and necessary to remove:

Station to	Station	Length in feet
756+00	765+25	925
769+50	787+50	1800
791+50	838+50	4700
851+75	870+75	1900
970+15	Crossing	300
		<u>9625</u> / 5280 = 1.82 miles
		<u>-.47</u> miles
		1.35 miles

Length of above on old R/W

This line was not removed prior to the start of construction work and was therefore broken and destroyed by the contractor in the normal course of clearing work.

April 3, 1958

(2) Fossil Telephone Exchange line (red on the sketch map) located on both sides of the road between stations 745 and 975. This line was not in use at the time subject contract was let however, it was being kept with the idea of giving Mrs. Younce service with the dial system. According to Mr. Asher this line (No. 9 iron wire) would have given satisfactory dial service with the addition of suitable ground line addaptors at a cost of some \$250 to \$300. The Fossil Telephone Exchange is required by the Public Utilities Commission to give Mrs. Younce adequate dial service since she had service under the old system. This line by the way was, in every case where it was disturbed and where it was outside of the old R/W, tied to trees and no poles were affected.

Portions of Fossil Telephone Exchange line falling within clearing stakes and necessary to move:

Station to	Station	Length in feet
763/50	771/75	825
786/00	792/75	675
799/50	813/00	1350
835/25	839/50	425
842/00	845/50	350
848/75	853/25	450
855/00	858/75	375
889/25	893/25	400
901/00	905/00	400
909/00	913/50	450
916/50	938/50	2200
949/50	958/25	875
968/00	975/00	700
		<u>9475</u>

/5280 = 1.79 miles

Additional sections of Fossil Telephone Exchange line not feasible to retain when above sections are relocated:

832/00	835/25	325
839/50	842/00	250
845/50	848/75	325
853/25	855/00	175
893/25	901/00	775
905/00	909/00	400
913/50	916/50	300
938/50	949/50	1100
958/25	968/00	975
		<u>4625</u>

/5280 = 0.88 miles

+ 1.79 miles
2.67

less 1125' on old R/W 1125/5280 =
Net length State obligated to move

- .21 miles
2.46 miles

This line removed between stations 745 and 975 by the Fossil Tel. Exchange prior to the time the contractor started clearing.

April 3, 1958

(3) Forrest Service line (blue on the sketch map) crossing at station 863 is out of service and the Forrest Service is not interested in retaining same.

(4) Blue Mountain Telephone Company line (blue on the sketch map) on the Northerly side of the Highway between stations 975 and 990 is also out of service and the Blue Mtn. Co. is not interested in retaining same.

Hence we are interested in only the Fossil Telephone Exchange line and the Younce line, both of which were in being for the same single purpose of serving one customer - Mrs. Younce - who is very anxious to get her service back, her patience is wearing thin.

Mr. Bickmore was in yesterday and we talked over the entire situation, then went to Fossil and discussed the situation with Mr. Asher, owner and operator of the Fossil Telephone Exchange, and came up with the following recommendations: That the State should pay a pro-rated amount of the cost of the entire new line in accordance with the total mileage which necessarily had to be moved to accommodate construction, less the actual cost of the new poles on that proportional amount since the poles constitute an improvement over the old line which was tied to trees. In so figuring, we are assuming that the labor involved would be the same whether poles or trees are used, that the number of insulators and brackets etc. would be the same, and that the cost of new wire would be offset by the additional labor which would be required in using the salvaged wire, had the old wire been salvaged. Our recommended estimate would then be as follows:

Total estimated cost of new line (as per estimate submitted March 17)	
is \$5700.00 divided by total length on line (station 745 to 975) of	
4.56 miles equals \$1307.34 per mile.	
Total length of line, outside of existing right of way, necessary to	
move because of construction equals 2.46 miles X \$1307.34 equals	\$3216.06
less cost of poles (\$7.35 each X 15 per mile X 2.46 mi.)	271.22
State share of cost	<u>\$2944.84</u>

Mr. Asher is not satisfied with this amount. It is his idea that the State should pay the entire cost (less portion on old right of way) since he claims his understanding was that the entire line would be affected by the construction. He received this understanding, however, from the contractor and not from any official of the Highway Dept. Mr. DeSousa's letter of June 6, 1957 I believe, clearly outlines the extent of the line we would affect, even though it did not list specific stations or mile posts. It is also Mr. Asher's idea that ~~the~~ trying to save certain portions of the old line and splicing in sections would result in more labor than will be involved in the new line and that the resulting patchwork result would be less satisfactory than the original line, which may be true.

The above estimate reflects only our share of the cost of adjusting the Fossil Telephone Exchange line. Mrs. Younce may also have a just claim against the State for loss of service for the interval of time between the time her line was disturbed by the contractor and the time the dial service was started (some 4 or 5 months) when her line would no longer have been of use, and also

XXXXXXXXXXXX

Phone service - Little Creek Pass

-4-

April 3, 1958

a just claim for the normal salvage value of the line the contractor destroyed.



Keats Oliver
Resident Engineer

TEL. NO. 1000

FOSSIL TELEPHONE EXCHANGE

FOSSIL, MONTANA

June 11, 1958

Oregon State Highway Commission

Salem, Oregon

Dear Sir:

In accordance with your request I am submitting an estimate for construction of a telephone line over Butte Creek Pass. The estimated prices are based on the last Telephone Construction Project awarded in 1957.

Line Work	4,000.00
Pole Line	500.00
Material	200.00
Station	<u>200.00</u>

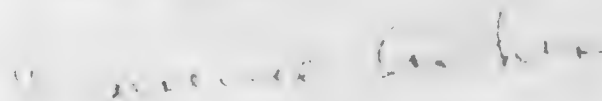
Our estimate is based on poles figured at 15 per mile,

average 12 ft. poles.

Line is 1/2 in. diameter, average 5/8 x 7, 6,000 lb. test. Guys 4 per mile, average 5/8 x 7, 6,000 lb. test. Wire.

If any additional information is desired we will be more than glad to furnish it.

Yours Truly,



Fossil Telephone Exchange

RECEIVED
MAR 3 - 1958

FOR FILING

14 (3)
4986

February 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering construction of protective mesh wire fence on the Butte Creek Pass Section of the John Day Highway in Wheeler County, Contract No. 4986, in connection with Federal Aid Project No. F-4(3).

It is deemed necessary to construct a mesh wire fence along the top of the outbank on the right of Stations 860 to 863 for the protection of skiers. Sketches are attached showing the proposed fence location in red and the location of the ski lodge and tow in relation to the highway.

This hazard was not anticipated when the contract was awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By **NOTED**

Forrest Cooper
Deputy State Highway Engineer

DGP:ia

Encl.

RECEIVED
FEB 27 1958

FOR FILING

FORM 530-50M-11-55-90224

F 1(2)

4986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Condon, Oregon

February 21, 1958

SUBJECT: Phone Service
Butte Creek Pass Section
Contract No. 4986
Complaint of Mrs. Younce

To:

Mr. A. F. Parson
Division Engineer
La Grande

Since my last report on subject complaint I have been attempting to get an estimate from the Fossil Telephone Exchange as to damage caused by our construction work. Mr. Asher, who is the man in charge at the Fossil Telephone Exchange has said that he did not have sufficient man power to re-establish the line and that it has been their custom to contract such work. Mr. Asher said that he would get the contractor who has done this type of work for them in the past to re-establish the line. Soon after Mr. Asher contacted this contractor, some 6 weeks to two months ago, the contractor became sick with double pneumonia along with other complications, and has been unable to get out since to go over the project and make up an estimate.

Mr. Asher is either unable or unwilling to make any estimate of cost until such time as he gets an estimate from his contractor. He assures me that the contractor will be up and around in the next few days and will make the estimate his first line of business.

The estimate will be forwarded immediately upon receipt.

Keats Oliver
Keats Oliver
Resident Engineer

Copy sent to Mr. David Don
2-26-58

RECEIVED
FEB 4 - 1958

FOR FILING

44-4000
477

February 4, 1958

660
Mr. Grant V. Mumpower
District Attorney of Wheeler County
Post Office Box 663
Fossil, Oregon

Dear Sir:

Reference is made to your letter of January 8 concerning the necessity of erecting a fence along the south side of the excavation being made for the new highway cut through the Lute Creek Summit.

Favorable consideration has been given your request and we are now in the process of negotiating with our contractor to erect a suitable fence. It is believed that the cyclone fence will be unnecessary but that a standard V-mesh nonclimb type fence shall be erected.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:jc fn

GRANT V. MUMPOWER

DISTRICT ATTORNEY OF WHEELER COUNTY

POST OFFICE BOX 663

FOSSIL, OREGON

TELEPHONE 322 Porter 3-4207
RESIDENCE 142 Porter 3-2203

January 8, 1958.

RE: Cyclone Fense for Butte Creek Summit Cut.
Highway #19, Wheeler County.

State Highway Commission
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Gentlemen,

The undersigned represents the Fossil Community Ski Club, who for more than seven years has maintained a ski run and lodge upon the property of the Kinzua Corp, located about 100 feet south of the new cut (90 ft.) at Butte Creek Summit.

Since the members have small children and intend to use the lodge and ski run in the future, they are concerned with the safety of the area on the south side of the cut since its construction last year; without the additional construction of a permanent fense on the south side of the cut there will be an extreme danger to the children of the members, the members themselves, and the public generally who attend these ski meets.

The club urges the Commission to authorize its contractor to build a steel or Cyclone fense on the south perimeter of the cut for its full distance, being about 500 feet in length, so as to make new ridge created by the cut inaccessible.

Should additional information be needed by the Commission, please feel free to contact the club's president, Robert Luthor, or its secretary, Claire Jane MacQuillan, both of Fossil, Oregon

Very truly yours,

Grant V. Mumpower
Grant V. Mumpower

cc: Nat MacDougal Construction Co.



RECEIVED

FOR FILING

FORM 830-50M-9-26-55054

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

January 17, 1958

4986

SUBJECT: Phone Service
Butte Creek Pass Section
Contract No. 4986
Complaint of Mrs. Younce

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Salem

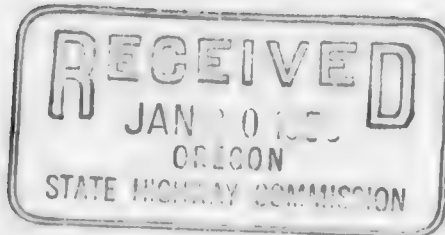
In order that you do not think that we have forgotten about your assignment on subject complaint; I wish to advise that there is a foul up due to the fact that there were two telephone lines there. One of them is more or less a private line to Mrs. Younce's ranch.

Keats Oliver, our Resident Engineer is in contact with the telephone company and attempting to get an estimate from them to damage as caused by our construction work. It seems that the issue is further clouded by the fact that the telephone company was about to change over to a dial system and the old line was not satisfactory and would have been replaced had we not done any work.

I just wanted you to know that we are working on it and that Mr. Oliver had talked to Mrs. Younce who seemed to be quite patient.

A. F. Parson
A. F. Parson
Division Engineer

AFF:gb
cc - Tom Edwards
Keats Oliver



NOTED
PARSON

Contract No. 4986

Monthly Transaction No. 10-83	Form 2-2 (5-2-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 6	FEDERAL-AID PROJECT AGREEMENT		County Wheeler
			Project No. F-4(3)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project terminal
Butte Creek Pass section, approximately 6 miles southeast of Fossil south 4.6 miles (SH-5).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	5/22/57	-
Rights-of-Way		
Construction	5/22/57	4.6
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 676,568.40	Federal funds \$ 418,100.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)
By *Chas. H. Rymer*
Chairman, State Highway Commission
(title)
By Member, State Highway Commission
(title)
By *M. D. [Signature]*
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
By *C. H. Polk*
Division Engineer
Date executed by
Division Engineer October 14, 1957

RECOMMENDED FOR APPROVAL:

[Signature]
STATE HIGHWAY ENGINEER

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Butte Creek Pass Section
John Day Highway
Wheeler County*

NATURE OF WORK:

Grade and Soil Mat Section

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4986 Natt McDougall Co. 6-27-57

DATE OF COMPLETION: 170 Workdays from 7-15-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. F-4(3)

BUTTE CREEK PASS SECTION OF THE JOHN DAY HIGHWAY
IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 29, 1957

Type Code P.E.

Preliminary Engineering All Required \$ 24,000.00

Type Code 5231

Roadway (Sta. 745+00 to Sta. 990+00) (Contract No. 4986)

Clearing and Grubbing	All Required		\$ 50,000.00
Drainage Excavation, Unclassified	620 cu. yds.	\$ 3.00	1,860.00
General Excavation, Unclassified	568,000 cu. yds.	.54	306,720.00
Short Overhaul	1,641,000 yd. sta.	.007	11,487.00
Long Overhaul	36,000 0-yd. sta.	.40	14,400.00
Finishing Roadbed and Slopes	4.64 miles	900.00	4,176.00
Rounding Outbanks	17,000 lin. ft.	.20	3,400.00
12-inch Corrugated Metal Pipe	110 lin. ft.	3.10	341.00
18-inch Corrugated Metal Pipe	2,000 lin. ft.	4.40	8,800.00
24-inch Corrugated Metal Pipe	290 lin. ft.	6.70	1,943.00
24-inch Corrugated Metal Pipe, Asbestos Bonded, 10 Gage	310 lin. ft.	12.20	3,782.00
36-inch Corrugated Metal Pipe	130 lin. ft.	12.40	1,612.00
48-inch Corrugated Metal Pipe	60 lin. ft.	17.00	1,020.00
60-inch Corrugated Metal Pipe	80 lin. ft.	29.00	2,320.00
Salvaging Culvert Pipe	40 lin. ft.	5.00	200.00
48-inch Elliptical Inlets	1 only	260.00	260.00
60-inch Elliptical Inlets	1 only	360.00	360.00
Metal Guard Rail	13,300 lin. ft.	2.58	34,314.00
Salvaging Guard Rail	500 lin. ft.	1.65	825.00
Metal Sight Posts	140 only	3.00	420.00
Coarse Crushed Material in Base	42,700 cu. yds.	2.20	93,940.00
3/4" - 0 Material in Base	6,000 cu. yds.	2.50	15,000.00
Sprinkling	1,800 H-gals.	2.50	4,500.00
Preparation of Base	4.64 miles	200.00	928.00
3/4" - 0 Material in Binder Course	600 cu. yds.	3.50	2,100.00
Furnishing and Placing Aggregates	2,900 cu. yds.	3.50	10,150.00
HD-2 Asphalt	100 tons	48.00	4,800.00
120-150 Asphalt	210 tons	45.00	9,450.00
HS-1 Asphalt	64 tons	49.00	3,136.00

Flagging (57 1/2% of Contractor's Cost)

\$ 592,244.00
2,000.00

Subtotal
10% Engr. & Cont.
Total

\$ 593,244.00
59,324.10
\$ 652,568.10

Oregon State Highway Department

Federal Aid
Project No. F-4(3)

BUTTE CREEK PASS SECTION OF THE JOHN DAY HIGHWAY

IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 29, 1957

Type Code P.E.

Preliminary Engineering All Required \$ 24,000.00

Type Code 5231

Roadway (Sta. 745+00 to Sta. 990+00) (Contract No. 4986)

Clearing and Grubbing	All Required		\$ 50,000.00
Drainage Excavation, Unclassified	620 cu. yds.	\$ 3.00	1,860.00
General Excavation, Unclassified	568,000 cu. yds.	.54	306,720.00
Short Overhaul	1,641,000 yd. sta.	.007	11,487.00
Long Overhaul	36,000 0-yd. sta.	.40	14,400.00
Finishing Roadbed and Slopes	4.64 miles	900.00	4,176.00
Rounding Cutbanks	17,000 lin. ft.	.20	3,400.00
12-inch Corrugated Metal Pipe	116 lin. ft.	3.10	361.00
18-inch Corrugated Metal Pipe	2,000 lin. ft.	4.40	8,800.00
24-inch Corrugated Metal Pipe	290 lin. ft.	6.70	1,943.00
24-inch Corrugated Metal Pipe, Asbestos Bonded, 10 Gage	310 lin. ft.	12.20	3,782.00
36-inch Corrugated Metal Pipe	130 lin. ft.	12.40	1,612.00
48-inch Corrugated Metal Pipe	60 lin. ft.	17.00	1,020.00
60-inch Corrugated Metal Pipe	80 lin. ft.	29.00	2,320.00
Salvaging Culvert Pipe	40 lin. ft.	5.00	200.00
48-inch Elliptical Inlets	1 only	260.00	260.00
60-inch Elliptical Inlets	1 only	360.00	360.00
Metal Guard Rail	13,300 lin. ft.	2.58	34,314.00
Salvaging Guard Rail	500 lin. ft.	1.65	825.00
Metal Sight Posts	140 only	3.00	420.00
Coarse Crushed Material in Base	42,700 cu. yds.	2.20	93,940.00
3/4" - 0 Material in Base	6,000 cu. yds.	2.50	15,000.00
Sprinkling	1,800 M-gals.	2.50	4,500.00
Preparation of Base	4.64 miles	200.00	928.00
3/4" - 0 Material in Binder Course	600 cu. yds.	3.50	2,100.00
Furnishing and Placing Aggregates	2,900 cu. yds.	3.50	10,150.00
MC-8 Asphalt	100 tons	48.00	4,800.00
120-150 Asphalt	210 tons	45.00	9,450.00
MS-1 Asphalt	64 tons	49.00	3,136.00

Flagging (57 1/2% of Contractor's Cost)

\$ 592,244.00
2,000.00

Subtotal
10% Engr. & Cont.

\$ 593,244.00
59,324.40

Total

\$ 652,568.40

Length of Roadway- - - - - 4.639 miles
 Cost of Roadway per mile - - - - - \$110,670.05

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 24,000.00	\$ 14,000.00	\$ 10,000.00
Roadway	<u>652,568.40</u>	<u>404,100.00</u>	<u>248,468.40</u>
	\$676,568.40	\$418,100.00	\$ 258,468.40

State Funds for Construction: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
 Chap. 529, laws, 1939
 State Funds For Maintenance: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. F-4(3)

BUTTE CREEK PASS SECTION OF THE
JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 15, 1957

Type Code P.E.

Preliminary Engineering All Required \$ 24,000.00

Type Code 5231

Roadway (Sta. 745+00 to Sta. 990+00)

Clearing and Grubbing	All Required	\$ 30,000.00
Drainage Excavation, Unclassified	620 cu. yds. \$3.00	1,860.00
General Excavation, Unclassified	568,000 cu. yds. 0.55	312,400.00
Short Overhaul	1,641,000 yd. sta. 0.015	24,615.00
Long Overhaul	36,000 C-yd. sta. 0.40	14,400.00
Finishing Roadbed and Slopes	4.64 miles 1,200.00	5,568.00
Rounding Cutbanks	17,000 lin. ft. 0.20	3,400.00
12-inch Corrugated Metal Pipe	110 lin. ft. 3.50	385.00
18-inch Corrugated Metal Pipe	2,000 lin. ft. 5.00	10,000.00
24-inch Corrugated Metal Pipe	290 lin. ft. 7.50	2,175.00
24-inch Corrugated Metal Pipe Asbestos Bonded, 10 Gage	310 lin. ft. 13.00	4,030.00
36-inch Corrugated Metal Pipe	130 lin. ft. 13.00	1,690.00
48-inch Corrugated Metal Pipe	60 lin. ft. 25.00	1,500.00
60-inch Corrugated Metal Pipe	80 lin. ft. 40.00	3,200.00
Salvaging Culvert Pipe	40 lin. ft. 2.00	80.00
48-inch Elliptical Inlets	1 only 300.00	300.00
60-inch Elliptical Inlets	1 only 450.00	450.00
Metal Guard Rail	13,300 lin. ft. 2.75	36,575.00
Salvaging Guard Rail	500 lin. ft. 2.25	1,125.00
Metal Sight Posts	140 only 3.00	420.00
Coarse Crushed Material in Base	42,700 cu. yds. 1.90	81,130.00
3/4" - 0 Material in Base	6,000 cu. yds. 2.15	12,900.00
Sprinkling	1,800 M-gals. 3.00	5,400.00
Preparation of Base	4.64 miles 250.00	1,160.00
3/4" - 0 Material in Binder Course	600 cu. yds. 3.50	2,100.00
Furnishing and Placing Aggregates	2,900 cu. yds. 3.50	10,150.00
MC-2 Asphalt	100 tons 50.00	5,000.00
120-150 Asphalt	210 tons 34.00	7,140.00
RS-1 Asphalt	64 tons 50.00	3,200.00
		<u>\$582,353.00</u>
Flagging (57 1/2% of Contractor's Cost)		<u>1,000.00</u>
		<u>\$583,353.00</u>
Subtotal		\$583,353.00
10% Engr. & Cont.		58,335.30
Total		<u>\$641,688.30</u>

Length of Roadway 4.639 Miles
Cost of Roadway Per Mile \$138,324.70

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineer-			
ing	\$ 24,000.00	\$ 14,000.00	\$ 10,000.00
Roadway	<u>641,688.30</u>	<u>397,300.00</u>	<u>244,388.30</u>
	\$665,688.30	\$411,300.00	\$254,388.30

Oregon State Highway Department

Federal Aid
Project No. F-4(3)

BUTTE CREEK PASS SECTION OF THE
JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 29, 1957

Type Code P.E.

Preliminary Engineering	All Required	\$24,000.00
-------------------------	--------------	-------------

Type Code 5231

Roadway (Sta. 745+00 to Sta. 990+00)

Clearing and Grubbing	All Required		\$30,000.00
Drainage Excavation, Unclassified	620 cu. yds.	\$3.00	1,860.00
General Excavation, Unclassified	568,000 cu. yds.	0.55	312,400.00
Short Overhaul	1,641,000 yd. sta.	0.015	24,615.00
Long Overhaul	36,000 C-yd. sta.	0.40	14,400.00
Finishing Roadbed and Slopes	4.64 miles	1,200.00	5,568.00
Bounding Cuthanks	17,000 lin. ft.	0.20	3,400.00
12 Inch Corrugated Metal Pipe	110 lin. ft.	3.50	385.00
18 Inch Corrugated Metal Pipe	2,000 lin. ft.	5.00	10,000.00
24 Inch Corrugated Metal Pipe	290 lin. ft.	7.50	2,175.00
24 Inch Corrugated Metal Pipe Asbestos Bonded, 10 Gage	310 lin. ft.	13.00	4,030.00
36 Inch Corrugated Metal Pipe	130 lin. ft.	13.00	1,690.00
48 Inch Corrugated Metal Pipe	60 lin. ft.	25.00	1,500.00
60 Inch Corrugated Metal Pipe	80 lin. ft.	40.00	3,200.00
Salvaging Culvert Pipe	40 lin. ft.	2.00	80.00
48 Inch Elliptical Inlets	1 only	300.00	300.00
60 Inch Elliptical Inlets	1 only	450.00	450.00
Metal Guard Rail	13,300 lin. ft.	2.95	39,235.00
Salvaging Guard Rail	500 lin. ft.	2.25	1,125.00
Metal Sight Posts	140 only	3.00	420.00
Coarse Crushed Material in Base	42,700 cu. yds.	1.90	81,130.00
3/4" - 0 Material in Base	6,000 cu. yds.	2.15	12,900.00
Sprinkling	1,800 M-gal.	3.00	5,400.00
Preparation of Base	4.64 miles	250.00	1,160.00
3/4" - 0 Material in Binder Course	600 cu. yds.	3.50	2,100.00
Furnishing and Placing Aggregates	2,900 cu. yds.	3.50	10,150.00
MC-2 Asphalt	100 tons	50.00	5,000.00
120-150 Asphalt	210 tons	47.00	9,870.00
RS-1 Asphalt	64 tons	50.00	3,200.00

Flagging (57 1/2% of Contractor's Cost)

\$587,743.00
1,000.00

Subtotal	\$588,743.00
10% Engr. & Cont.	<u>58,874.30</u>

Total	\$647,617.30
-------	--------------

Length of Roadway 4.639 Miles
Cost of Roadway per Mile \$138,560.36

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 24,000.00	\$ 14,000.00	\$ 10,000.00
Roadway	<u>647,617.30</u>	<u>401,000.00</u>	<u>246,617.30</u>
	\$ 671,617.30	\$415,000.00	\$256,617.30

RECEIVED
OCT 10 1957

FOR FILING

7 4 (2)

88-35

4786

October 7, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project P-4(3)
Butte Creek Pass Section,
John Day Highway
Order for State Force Work
Dated September 19, 1957 -
Seeding and Mulching

Dear Sir:

Reference is made to your letter dated September 19, 1957 concerning subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Folk
Division Engineer

Copy to SHP

RECEIVED
SEP 23 1957

FOR FILING

F 11 (1)

4782

September 19, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 236 covering grass seeding, fertilizing and mulching on the Butte Creek Pass Section of the John Day Highway in Wheeler County, Contract No. 4966, in connection with Federal Aid Project No. F-4(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The state has the necessary special equipment, operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on agreed unit prices is requested.

The total amount of this order is \$3,700.00 with Federal Participation of \$2,294.00

Very truly yours,

W. G. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WGP:or

RECEIVED
AUG 23 1957

FOR FILING

F-4(3)
1496

August 21, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering oiling detours and road connections on the Battle Creek Pass Section of the John Day Highway in Wheeler County, Contract No. 4986, in connection with Federal Aid Project No. F-4 (3).

This work was an anticipated item and included in the Project Authorization. Special Provisions of the contract provide for this work to be done by state forces. It will be, however, done by the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

by

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
AUG 16 1957

FOR FILING

FORM E-30X-27,900-2-57-1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 16, 1957

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

SUBJECT: Subcontract Agreement
Natt McDougall Company and
J. C. Denton and Sons
Butte Creek Pass Section
Contract No. 4986

The subcontract between the Natt McDougall Company and J. C. Denton and Sons covering the installation and painting only on the metal guard rail on the Butte Creek Pass Section, Contract No. 4986, Oregon F-4(3) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

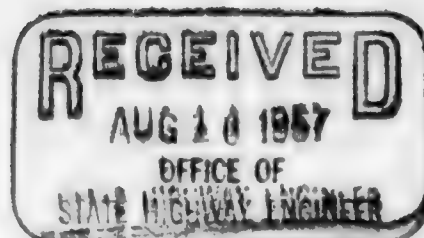
Edwin A. Pease
Construction Office Engineer

EAP:jc

Encl.

cc Forrest Cooper ✓
G. G. Polk

NOTED
FORREST COOPER



RECEIVED
AUG 10 1957

FOR FILING

FORM E-30X-27,900-2-57-1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 16, 1957

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

SUBJECT: Subcontract Agreement
Natt McDougall Company and
Calkins Crushing Company
Butte Creek Pass Section
Contract No. 4986

The subcontract between Natt McDougall Company and Calkins Crushing Company covering Items 21 to 29 inclusive on the Butte Creek Pass Section, Contract No. 4986, Oregon F-4(3) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

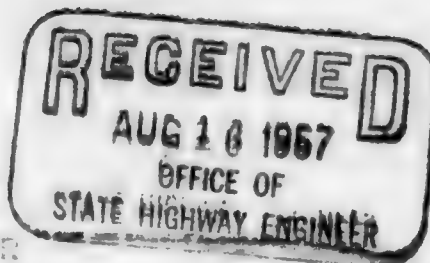
By

Edwin A. Pease
Construction Office Engineer

EAP:jo

cc Forrest Cooper
C. G. Polk

NOTED
FORREST COOPER



RECEIVED
AUG 19 1957

FOR FILING

F-4 (5)

4-11

Salem, Oregon
July 29, 1957

Mr. Tom Edwards
Construction Engineer
OFFICE

Temporary Detours
Butte Creek Pass Section
John Day Highway
Wheeler County - Contract No. 4986

A review of the plans of the Butte Creek Pass Section on the John Day Highway in Wheeler County, Contract No. 4986, indicates that 0-11 oil mats are to be placed on the temporary detours.

I do not have a schedule for the work performance on this job, but it is probable that most of these detours would not be constructed until next winter or possibly next spring. Constructing an 0-11 oil mat for a few months' use on a road that carries 150 ADT appears to be in the category of "gilding the lily". What about some SSI?

Forrest Cooper
Deputy State Highway Engineer

PC:fn

cc Mr. W. C. Williams
Mr. S. H. Probert

RECEIVED
JUL 25 1957

FOR FILING

4971	08-35
------	-------

July 25, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your request of July 23 for approval of oiling by State forces of detours and Park road connections on Federal Aid Project F-1(3), Butte Creek Pass section of the John Day Highway.

This project is for grading, surfacing and oiling with O-11 oil mat. It is noted that no provision was made in the approved engineer's estimate for Federal participation in the cost of oiling detours and Park road connections by State forces.

The order is returned herewith without approval as it is our feeling that on projects of this type all of the oiling work should be done by the contractor, and furthermore on this lightly traveled road some delay in oiling short detours can be tolerated.

Very truly yours,

C. G. Polk
Division Engineer

Attachments

*Original to
Mr. Parkhurst*

RECEIVED
JUL 25 1957

FOR FILING

F 11(2)
4786

July 23, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of
Order for Extra Work No. 1 covering the State's share of flagging
costs on the Butte Creek Pass Section of the John Day Highway in
Wheeler County, Contract No. 4986, in connection with Federal Aid
Project No. F-4(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CCP:ia

Encl.

RECEIVED
JUL 25 1957

FOR FILING

11-21
11-21
11-21

July 23, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 273 covering oiling detours and road connections on the Butte Creek Pass Section of the John Day Highway in Wheeler County, Contract No. 4986, in connection with Federal Aid Project No. 1-4(3).

Special provisions of the contract provide that state forces will oil detours and park road connections. This is in the public interest as detours and connections will need to be oiled progressively as grading is done. The cost to have the contractor maintain oiling equipment during his grading operations would be prohibitive. The State has the equipment and crew available to do this work much more economically.

Approval of this order on force account basis, using State forces, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DEP:ia

RECEIVED
JUL 1 1957

FOR FILING

(2)

July 1, 1957

Natt McDougall Company
824 Pittock Block
Portland 5, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 478² for grading and oiling the Butte Creek Pass Section of the John Day Highway in Wheeler County.

This award was based on your bid of \$392,244.00 which was the low bid submitted to the Commission on June 6, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED

JUL 5 1957

FOR FILING

OREGON DISTRICT

T 4(3)

4986 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

June 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4986 for Oregon Project F-4(3), Butte Creek Pass Section of the John Day Highway, to Natt McDougall Co. of Portland, Oregon, low bidder in the amount of \$592,244.00 at today's bid opening.

Very truly yours,

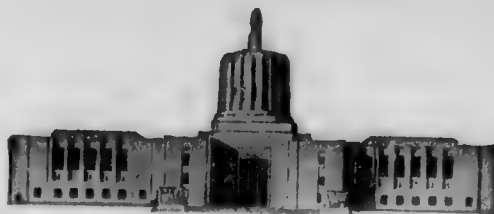
C. G. Polk
C. G. Polk
Division Engineer

W. C. Williams

W. C. COOPER

RECEIVED
JUN 21 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-4 (3)

4946

June 21, 1957

Oregon State Board of Forestry
2600 State Street
Salem, Oregon

Re: Oregon State Board of Forestry
Telephone Line Adjustment
Butte Creek Pass Section
John Day Highway
Wheeler County

Gentlemen:

Bids were received on the above titled project on June 6, 1957, and it appears that certain of your telephone facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of one contact, which is a tie to a tree on the Kingsua-Rancheria Guard Station line. This line crosses the new centerline of the highway at approximately Highway Engineer's Station 963. This one contact is located off the existing highway, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. John T. Burch, Resident Engineer, Spray, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Burch.

A communication to this effect, on the basis of information received, was sent to the U. S. Forest Service under date of June 6, but we are now in receipt of advice that the telephone line is not a Federal Forest Service facility, and it is suggested that the line is operated by the Oregon State Department of Forestry.

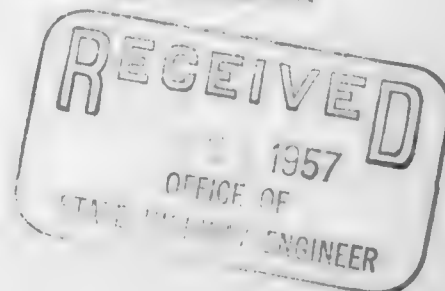
Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. Dean Swift
Mr. John T. Burch & Mr. F. W. Farrar

NOTED
FORREST COOPER



COMMISSIONERS
 BEN R. CHANDLER, CHAIRMAN
 COOS BAY
 CHAS. H. REYNOLDS, MEMBER
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND



STATE OF OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM

June 6, 1957

Fossil Telephone Exchange
 Washington Street
 Fossil, Oregon

Re: Fossil Telephone Exchange
 Telephone Line Adjustment
 Butte Creek Pass Section
 John Day Highway
 Wheeler County

Gentlemen:

Bids on the above titled project will be received on June 6, 1957, and it appears that certain of your facilities, involving the moving of poles and tie trees, must be adjusted in order to accommodate the highway construction.

The adjustment involves the moving of an existing telephone line on both sides of the existing highway between Highway Engineer's Stations 745 and 975. The portion of line which must be moved is attached to 5 poles (3"-4" diameter, 8'-12' high) and 78 trees. The 5 poles and approximately 15 tree ties are on existing State highway right of way, so that it will be your obligation to readjust these facilities at your own cost.

The balance of the trees are on private property, and we understand that the line or lines on these trees were placed by verbal permit. It, therefore, will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of this rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. John T. Burch, Resident Engineer, Spray, Oregon, an estimate of the cost of the work for which you are to be reimbursed. This estimate should show lump sum amounts for labor, materials, equipment rentals, and deductions for salvage and depreciation. Your final billing for this work also should be submitted to Mr. Burch.

NOTED
 JUNE 11 1957

June 6, 1957

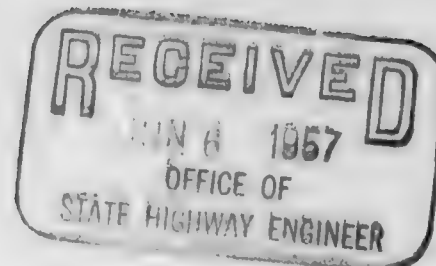
A copy of this letter is being given to Mr. R. L. Porter, Right of Way Engineer, for his further attention regarding exchange of easements.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Dean Swift
Mr. John T. Burch
Mr. F. W. Farrar
Mr. R. L. Porter

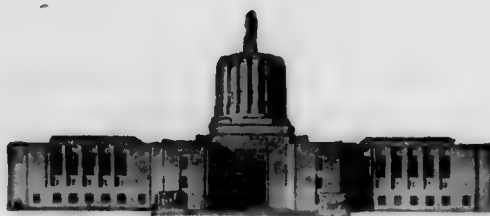


RECEIVED

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAYCHAS. H. REYNOLDS, MEMBER
LA GRANDEM. K. MCIVER, MEMBER F-4(3)
PORTLAND

4986

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 6, 1957

Blue Mountain Telephone Company, Inc.
Spray, OregonRe: Blue Mountain Telephone Co., Inc.
Telephone Line Adjustment
Butte Creek Pass Section
John Day Highway
Wheeler County

Gentlemen:

Bids on the above titled project will be received on June 6, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of five tree ties on the easterly side of the highway between Stations 975 and 990.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. John T. Burch, Resident Engineer, Spray, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Burch.

A copy of this letter is being given to Mr. R. L. Porter, Right of Way Engineer, for his further attention regarding exchange of easements.

Very truly yours,

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Dean Swift
Mr. John T. Burch
Mr. F. W. Farrar
Mr. R. L. PorterJ. W. DeSOUZA
Assistant CounselNOTED
FORREST COOPER

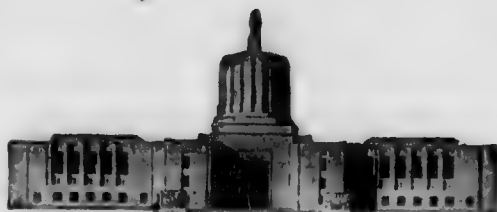
RECEIVED

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAYCHAS. H. REYNOLDS, MEMBER
LA GRANDEM. K. MCIVER, MEMBER
PORTLAND

F-4 (3)

4726

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 6, 1957

U.S. Forest Service
729 N.E. Oregon
Portland 8, OregonRe: U.S. Forest Service
Telephone Line Adjustment
Butte Creek Pass Section
John Day Highway
Wheeler County

Gentlemen:

Bids will be received on the above titled project on June 6, 1957, and it appears that certain of your telephone facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of one contact, which is a tie to a tree on the Kinzua-Rancheria Guard Station line. This line crosses the new centerline of the highway at approximately Highway Engineer's Station 363. This one contact is located off the existing highway, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. John T. Burch, Resident Engineer, Spray, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Burch.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Dean Swift
Mr. John T. Burch
Mr. P. W. FarrarNOTED
FORREST COOPER

RECEIVED
MAY 23 1957

FOR FILING
OREGON DISTRICT

F-4(3)
08-35
4116

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 22, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

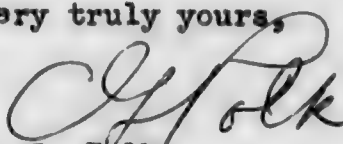
Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-4(3), Butte Creek Pass Section of the John Day Highway in Wheeler County. This is to authorize your advertising for bids.

Authorization to proceed with preliminary engineering is being granted by our separate program approval letter of the same date.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,


C. G. Polk
Division Engineer



RECEIVED
MAY 10 1957

FOR FILING

7/10/57

F-4 (3)
4986

Salem, Oregon
May 8, 1957

Butte Creek Pass Section
John Day Highway

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add \$3,700 to the authorization for the subject job to cover 30 acres of seeding and 10 acres of mulching to control erosion.

It is anticipated that the work will be accomplished by state forces using mechanized seeding and mulching equipment under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Rhards
Mr. H. H. Astrup

RECEIVED
MAR 19 1957

FOR FILING

F-4 (5)

4986

March 19, 1957

Oregon State Highway Commission

Gentlemen:

On January 28 I transmitted to you a copy of a survey approval map for the Little Creek Summit Section of the John Day Highway in Wheeler County and asked your approval of the survey. As Mr. Chandler did not attend the February 28-March 1 meeting, the matter was not acted upon.

I now find that an error was made in delineating the southeasterly end of the survey, it having been shown as Station 711+00. The correct stationing is 1000+00. I am substituting corrected maps for your consideration and approval at the March 28-29 meeting. Your approval should include authority to acquire right of way.

Very truly yours,

M. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me fn

RECEIVED
JAN 23 1957

FOR FILING

F-4(3)

4986

January 23, 1957

Oregon State Highway Commission

Gentlemen:

The survey for the Butte Creek Small Section of the John Day Highway in Wheeler County has been completed, and I am attaching hereto a copy of the survey approval map for your consideration.

The project is tentatively scheduled for construction in August of 1957. The matter will be on the agenda for the February 28-March 1 meeting, and it is requested that you approve the survey and authorize acquisition of right of way.

Very truly yours,

W. C. Williams
State Highway Engineer

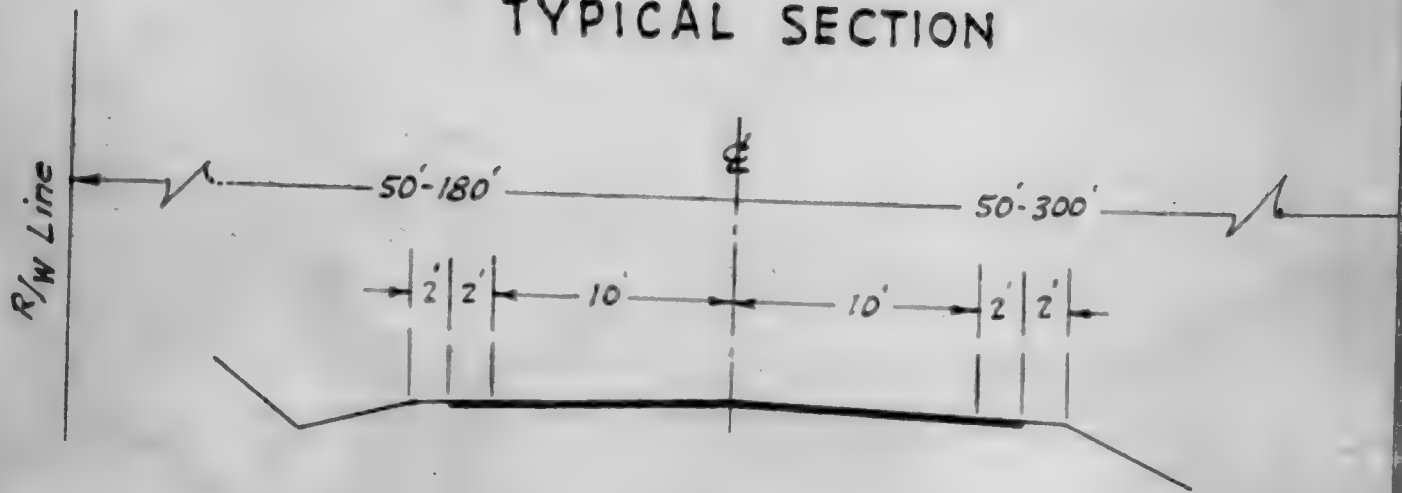
Encl.

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. E. L. Porter

FC:me fn



TYPICAL SECTION



Note: Climbing lane provided where necessary

1 R-5-968



OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

BUTTE CR. SUMMIT SECTION

JOHN DAY HIGHWAY

WHEELER COUNTY

Scale : 1" = 2000'

Jan., 1957

APPROVED
[Signature]
 DEPUTY STATE HIGHWAY ENGINEER
 Date *January 28, 1957*

DRG. NO. 1 R-5-968

For details see Drg. No. 8B-4-11 Jan., 1957

#1087

S-11(7) Black Br.-Richland Sec. of 1957
Baker-Homestead Hwy.

RECEIVED
AUG 20 1957
FOR FILING

511(7)
4987

August 14, 1957

J. O. Young & Sons
Box 42, 211 - 17th Ave. No.
Nampa, Idaho

Attention: Mr. Young

Dear Mr. Young:

Reference is made to previous correspondence regarding award to you on June 27, 1957, of a contract for the remodeling of the Eagle Creek Bridge on the Black Bridge-Richland Section of the Baker-Homestead Highway. In this correspondence you stated that through an oversight you inadvertently omitted from your bid the cost of furnishing and erecting steel for the job, and you asked the Highway Commission to relieve you from your obligation and also to release you from your bid bond.

Your request was presented to the State Highway Commission at its meeting on August 8, 1957, at which time the State Highway Engineer explained the situation and recommended that your request be granted and that you be relieved from paying the amount of your bid bond.

You will be pleased to know that the Commission adopted the recommendation and so ordered.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

August 6, 1957

Mr. J. O. Young
J. O. Young & Sons, General Contractors
P. O. Box 52
Nampa, Idaho

Dear Mr. Young:

Reference is made to your letter of August 2, 1957, regarding the contract that was awarded to you by the State Highway Commission on June 27, 1957 for reconstruction of an existing steel truss bridge on the Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County. I am sorry we wrote you on July 30 relative to the signing of the contract forms.

You have asked to be relieved from your obligation in connection with the job, but the Highway Commission has not as yet passed on your request. It is one of the items on the agenda for consideration by the Commission at its meeting on Thursday, August 8, of this week.

It is true that we are re-advertising for bids for the project, but that is simply being done so as to get the work going as soon as possible and we knew you did not want the job at the price you quoted. This does not preclude you however from submitting a new bid on August 8, and we would like to have you submit another bid if you are so inclined. The main question before the Highway Commission will be whether or not to relieve you from payment of the bid bond.

I will advise you further as soon as the Highway Commission has acted in this matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG/dp

J. O. YOUNG & SONS

GENERAL CONTRACTORS

PHONE 6-1322
P. O. BOX 52
NAMPA, IDAHO

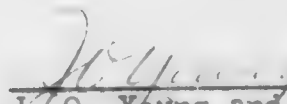
August 2, 1957

State of Oregon
State Highway Dept.
Salem, Oregon
Attention: H. B. Glaisyer, Secretary

Dear Sir:

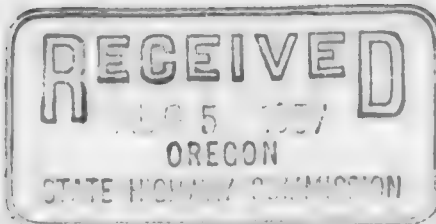
We have requested release from the contract you refer to in your letter of July 30. As it has been re-advertised for bid on August 8, apparently our request was granted, and the forms you requested would, of course, be unnecessary.

Very truly yours,


J. O. Young and Sons

JOY/jbc

ANSW. ED
H. B. GLAISYER



RECEIVED
JUL 25 1957

FOR FILING

July 24, 1957

Oregon State Highway Commission

Gentlemen:

At the Highway Commission meeting of June 27 and 28, bids were taken on the remodeling of the Little Creek bridge on the Baker-Hood River Highway. The low bid was submitted by J. O. Young and Sons in the amount of \$15,299.50. The second and third bids were \$14,940 and \$14,627. Our estimate for comparison of bids was \$15,147. We were notified by J. O. Young and Sons that they would not accept the award of contract and asked that they be released from their bid bond for the following reasons:

"We received the bid for furnishing and erecting the steel for this job by telephone, and by an oversight, the amount noted by our office clerk was omitted from our bid price.

"This mistake made the difference between the submitted bid price and the figure it should have been."

J. O. Young and Sons is a partnership consisting of J. O. Young, three sons and a son-in-law. Their pre-qualification statement shows total assets of \$33,319.75; a considerable portion, however, is in real estate used as residences by the partners. They submitted a list of projects which they have done as contractors or subcontractors, including four bridges for the Forest Service and one for the Idaho Department of Public Works, within the last three years.

It is very evident from the amount which they bid on this project that a mistake was made in computing the bid, and I recommend that you grant their request and return their bid bond to them. The amount of this bid bond is \$1,293.96.

Very truly yours,

A. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson

GSP:ga h1

J. O. YOUNG & SONS

GENERAL CONTRACTORS

PHONE 6-1322
P. O. BOX 52
NAMPA, IDAHO

July 9, 1957

AGENDA
AUG 8 1957

Oregon State Highway Dept.
Salem, Oregon
Re: Eagle Creek Bridge - Baker-Homestead Highway

Gentlemen:

The reason for our submitting an out-of-line bid is as follows:

We received the bid for furnishing and erecting the steel for this job by telephone, and by an oversight, the amount noted by our office clerk was omitted from our bid price.

This mistake made the difference between the submitted bid price and the figure it should have been.

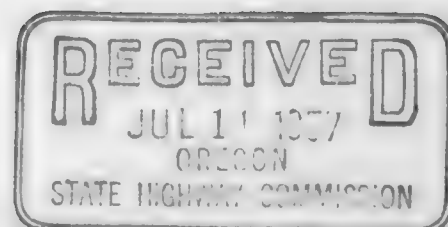
If you should see fit to release us from the bid bond on this work, it will be very much appreciated.

Yours very truly,

J. O. Young
J. O. Young and Sons

JOY/jbc

NOTED
H. B. GLAISYER



SXC

July 3, 1957

J. O. Young and Sons
General Contractors
P. O. Box 52
Nampa, Idaho

Attention: Mr. J. O. Young

Gentlemen:

Just received is your letter of July 1, 1957 requesting the rejection of your bid submitted to the State Highway Commission at its meeting on June 27, 1957 for construction of the Eagle Creek Bridge Project on the Baker-Homestead Highway, Baker County, carried on our records as the Black Bridge-Richland Section of the Baker-Homestead Highway, FAP No. S-11 (7). You advise that you used the wrong figures in submitting your bid and that you will forfeit the amount of your bid bond if necessary.

I have discussed your letter with the State Highway Engineer, Mr. W. C. Williams. In view of your statement that you do not wish to accept the award of the contract, it has been decided to readvertise it for bids to be received at a future meeting, probably at the meeting that is scheduled for August 8 and 9, 1957. A copy of the "Notice to Contractors" for bids to be received at such letting will be sent you a couple of weeks prior to the meeting date.

It is the established policy of the Highway Commission to require a successful bidder for one of its projects to pay into the state highway fund the amount of his bid bond in the event he refuses to accept the award of the contract. Should you feel you have a valid and legitimate reason for refusing to accept the award of the contract in the present instance because of a mistake in figuring your bid, you should direct a communication to the State Highway Commission stating the facts in detail and requesting relief from the payment of the bid bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:jmc

cc: W. C. Williams

J. O. YOUNG & SONS

GENERAL CONTRACTORS

PHONE 8-1322
P. O. BOX 52
NAMPA, IDAHO

July 1, 1957

Oregon State Highway Dept.
Salem, Oregon
Gentlemen:

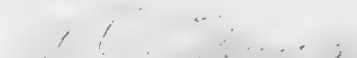
Re: Eagle Creek Bridge, Baker-Homestead
Highway

Due to a mistake in our office, we used the wrong figures in submitting our bid for this work. We are requesting you to reject this bid.

If, in your opinion, it is necessary, we will have to forfeit our bid bond.

In case this job is re-advertised, we would appreciate giving you another bid at a more logical figure.

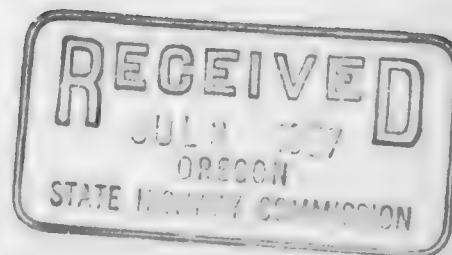
Very truly yours,


J. O. Young & Sons

JOY/jbc

copy: American Surety Co.
Salt Lake City, Utah

ANSW. ED
H. B. GLAISYER



RECEIVED
JUL 1 1957

FOR FILING

1957

July 1, 1957

J. O. Young and Sons
Box 44 - 211 17th Avenue
Nampa, Idaho

Gentlemen:

The State Highway Commission on June 27, awarded to you State Highway Contract No. 4-57 for reconstruction of existing steel bridge on Black Bridge-Richland Section of Baker-Homestead Highway in Baker County.

This award was based on your bid of \$25,879.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

316-1705 Metolius (Butte Ave.)
Grading and Oiling Proj.

41.088

1957

WILLIAMS

1,000.00

1,171.00

1,100.00

1,000.00

1,000.00

1,000.00

1,000.00

1,000.00

1,347.00

11.00

11,358.00

RECEIVED
MAR 10 1958

March 3rd, 1958

FOR FILING

Metolius (Butte Ave. Section)
Contract #4988

FINAL COST ANALYSIS

NOTED
W. C. WILLIAMS

City Street
Prefix 316-1705

Babler Bros., Inc., Contractor
Lowell M. Stratton, Resident Engineer

4988--	Item	Quantity	Unit	Unit Bld	Unit Cost	Total Cost	Gross Revenue
	Drainage Excavation, Unclassified	57	Cu. Yd.	\$3.00	\$ 2.09	\$ 119.67	\$ 171.00
	General Excavation, Unclassified	1,149.2	" "	1.35	0.703	808.19	1,551.42
	12" Concrete Pipe	126	Lin. Ft.	3.00	2.12	266.78	378.00
	Coarse Cr. Material in Base	2,074	Cu. Yd.	4.00	3.48	7,223.81	8,296.00
	3/4"-0 Material in Base	300	" "	4.00	3.57	1,071.83	1,200.00
	Sprinkling	108	M/Gal.	3.00	3.20	345.80	324.00
	Preparation of Base	0.4	Mile	1000.00	223.50	89.41	400.00
	Furnish and Place Aggregates	280	Cu. Yd.	7.00	5.41	1,515.24	1,960.00
	120-150 Asphalt	22.45	Ton	60.00	46.56	1,045.44	1,347.00
	Force Account					<u>12.09</u>	<u>12.09</u>
						\$12,498.26	\$15,639.51

Gross Revenue \$15,639.51

Total Cost 12,498.26

Net Profit \$ 3,141.25

Net Profit Equals 20.0% of Gross Revenue

Babler Bros., Inc.

Detail of Cost

Labor:

Labor and Supervision	\$ 857.65	
Labor Insurance	58.35	
Health and Welfare	<u>18.10</u>	
		\$ 934.10

Materials:

12" Concrete Pipe	126 Lin. Ft. at \$ 1.20	\$ 151.20	
120-150 Asphalt	22.45 Tons " 27.00	606.15	
Freight on 120-150			
Asphalt	22.45 " " 6.42	144.28	
Cost of Crushed Rock Bought		<u>4,332.50</u>	
			5,234.13

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	\$1,337.48	
Hired Equipment	3,783.50	
Gas, Oil and Grease	187.33	
Freight and Cartage	316.68	
Small Tools & Misc. Supplies	139.32	
Bond	85.02	
Home Office and General Overhead	<u>480.70</u>	
		<u>6,330.03</u>

Total Cost \$12,498.26

Remarks:

This was a "City Project" calling for the construction of 0.4 mile of highway roadbed, construction of 0.4 mile of stone base and shoulders and the construction of 0.4 mile of Type O-11 oil mat wearing surface. The project was bid June 27th, 1957. Work started July 10th, 1957 and the project was completed August 9th, 1957.

On July 10th, 1957 the contractor moved in a small amount of equipment and started installing 12-inch concrete pipe, grading and placing of base material. All crushed materials were bought from a commercial plant and hauled to the project in hired trucks.

Having good bid prices, the contractor realized a good profit from this city project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
OCT 16 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 14, 1957

316-1705

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4988

(VOUCHER NO.)

3 Final

(WARRANT NO.)

Babler Bros. Inc.

(AMOUNT)

(DATE)

23271

H193905

\$ 500.00

10-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 50 workdays from 7-15-57

Time Extensions: None
Completion Date: Aug. 5, 1957
Date Accepted: Sept. 12, 1957
Penalties: None of record
Claims: None of record
Remarks:

Date: Oct. 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 15 1957

JC

RECEIVED
SEP 27 1957

FOR FILING

316-175
4921

Sept. 26, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 1988 for grading and oiling on the Metolius (Butte Ave.) Section in Jefferson County was completed by the contractor, Babler Bros., Inc., on Aug. 5, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$500.00 will be released to the contractor on or after October 7, 1957. The total contract amount is \$15,639.51, of which amount \$12.09 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Done

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

316-1705

For Week Ending August 23, 1957

Section Metolius (Butte Ave.) Kind of work Grading and Oiling
 Highway City Street County Jefferson Section prefix 316-1705
 Contractor Babler Bros., Inc. Contract number 4988
 Date of contract June 27, 1957 Specified work days 50
 Date work started July 10, 1957 Work days used 16
 Project authorization \$18,460.13
 Exclusive of engineering \$17,147.41
 Per cent of time elapsed 32 %
 Estimated cost of completed project, exclusive of engineering \$15,639.51
 Estimated per cent overrun or underrun Underrun 8.8 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$1,312.72
 Engineering cost to date \$ 1165.80 Underrun 11.2 % Date project was completed August 5, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted this date

Final Report

Noted
 M. N. Juve

CONSTRUCTION DIVISION
RECEIVED

AUG 26 1957

NOTED ☒ ☒ ☒ ☒ ☒
 CE AG ACE C

NOTED
 C. E. PAULSEN
 Signed

Address Box 56 Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.40	0.40		0.40	
Miles partially completed					
Miles completed	0.40	0.40			
Total estimated quantities (contract)	1,140	2,600		24	
Total quantities corrected to date					
Estimated quantities moved or placed to date	1,149.2	2,374		22.95	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED

11/11/11

11/11/11

11/11/11

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

NOTED
Harold C. Ayers

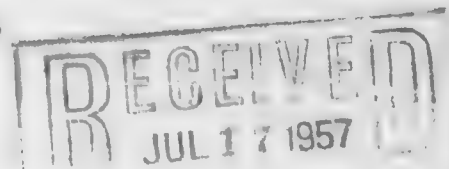
Location Metolius (Butte Ave.) Date July 9, 1957
 Highway City Street Authorization No. 1
 County Jefferson Survey Prefix 316-1438
 (Assigned by Salem office)

Description of termini, route, length, etc.:

The North end is at the junction of Butte Ave. and the Culver Highway,
 at the North limits of Metolius.

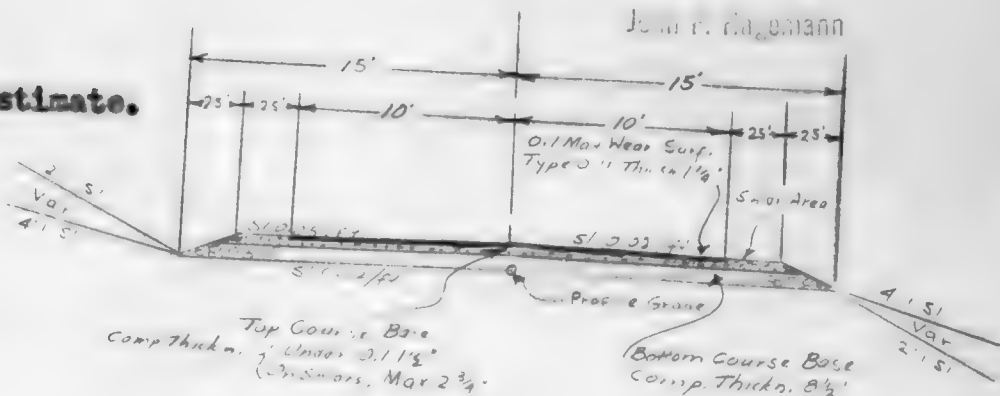
The South end is at the junction of Butte Ave. and the South line of
 Fifth Street.

The overall length of the project is 0.40 mile.



Purpose of survey:

Run line, prepare plans and estimate.



Estimate of cost:

0.40 mile at \$ 375.00 per mile **\$150.00**

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	\$ 150.00
Previous authorization	0.0
Additional authorization requested	0.0
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Request made by:

Luella M. Stratton
 Field Engineer

Recommended for Approval:

Dean Swift
 Division Engineer

Recommended for Approval:

D. J. Baker
 Construction Engineer

Approved:

[Signature]
 State Highway Engineer

NOTED
C. G. [Signature]

RECEIVED
JUL 1 1957

FOR FILING

314-1705

41

July 1, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4988 for the Metolius (Butte Ave.) Grading and Oiling Project in Jefferson County.

This award was based on your bid of \$16,309.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

METOLIUS

\$250,000 Fund Project (1957)

5-2957

PRELIMINARY ESTIMATE

Butte Avenue from 5th Street to north city limits, a distance of approximately 0.40 mile.

Grade; place 10" base rock 26' in width and 0-11 oil mat 20' in width.

Item	Qty.	@	Total
Excavation, general	400 c.y.	\$ 1.50	\$ 600.00
Excavation, drainage	30 c.y.	4.50	135.00
12" concrete pipe	120 l.f.	3.50	420.00
Coarse crushed material	2375 c.y.	3.40	8,075.00
3/4"-0 in base and shoulders	580 c.y.	3.80	2,204.00
Sprinkling	63 M/gal.	3.00	189.00
Furnish and place aggregates	380 c.y.	6.50	2,470.00
120-150 asphalt	32 tons	55.00	1,760.00
			\$15,853.00
Engineering & contingencies			1,981.63
Survey			600.00
			\$18,434.63

HCA:mm
5/29/57

1-13-57

ORDINANCE NO. 23

An Ordinance providing for a form of agreement by and between the City of Metolius, Oregon and the State of Oregon, acting by and through its Highway Commission for the improvement of Butte Ave. from 5th Street to N. City limits, A distance of approximately 0.40 miles and declare an emergency.

WHEREAS, The City of Metolius, Oregon has heretofore made an application to the Oregon State Highway Commission for assistance in repair or reconstruction under the provisions of O.R.S. 366.200 and 366.205, and,

WHEREAS, The State Highway Commission has accepted such application for the improvement of Butte Ave. from 5th Street to N. City limits, a distance of 0.40 miles, and,

WHEREAS, in the form of agreement prepared by the State Highway Commission a copy of which is marked "EXHIBIT A" attached hereto and by this reference made a part hereof. The State Highway Commission has agreed to pay the cost of the project up to TWENTY THOUSAND (\$20,000.00) DOLLARS and the City of Metolius, Oregon to pay all costs in excess of \$20,000.00, The City of Metolius has ordained as follows:

SECTION 1. That that certain form of agreement here and above referred to be entered into the City of Metolius and the State of Oregon acting by and through the State Highway Commission, providing for the improvements of Butte Ave. from 5th Street to N. City limits and is hereby approved and accepted as submitted.

SECTION 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by said commission.

SECTION 3. Whereas it is necessary for said improvement to be made in the spring and summer of 1957 when the weather permits, And whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recording thereby involving the peace, health and credit of the people of City of Metolius, Oregon, an emergency is hereby declared to exist and this Ordinance shall be in full force from and after its passing by Common Council and Approved

by the Mayor as authorized by the Charter.

AYES 3

NAYES 0

Submitted to and approved by the Mayor the 13th day of June, 1957.

By Roy W. Heath
MAYOR

Attest:

Leona Hansen
CITY RECORDER

4-10-56

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Metolius is an incorporated city of the State of Oregon, and has a population of 234, as given by the latest official census, and

WHEREAS, the following streets of said city, Butte Ave

*for its entire length and
Washington Ave from Ninth
Street to Fifth Street*

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

*Butte Ave. for its entire
length and Washington Ave.
from Ninth Ave. to Fifth Ave.*

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Metolius does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Roy W. Heath as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of April, 1956

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Metolius at a regular or ~~special~~ meeting of said Council, held on the 10 day of April, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10 day of May, 1956

Leonia M. Hansen
City Recorder

Mayer May 11 West

(33)

1st Choice 0.40 to Road & NB. to & down

5th intersection on Butte Ave.

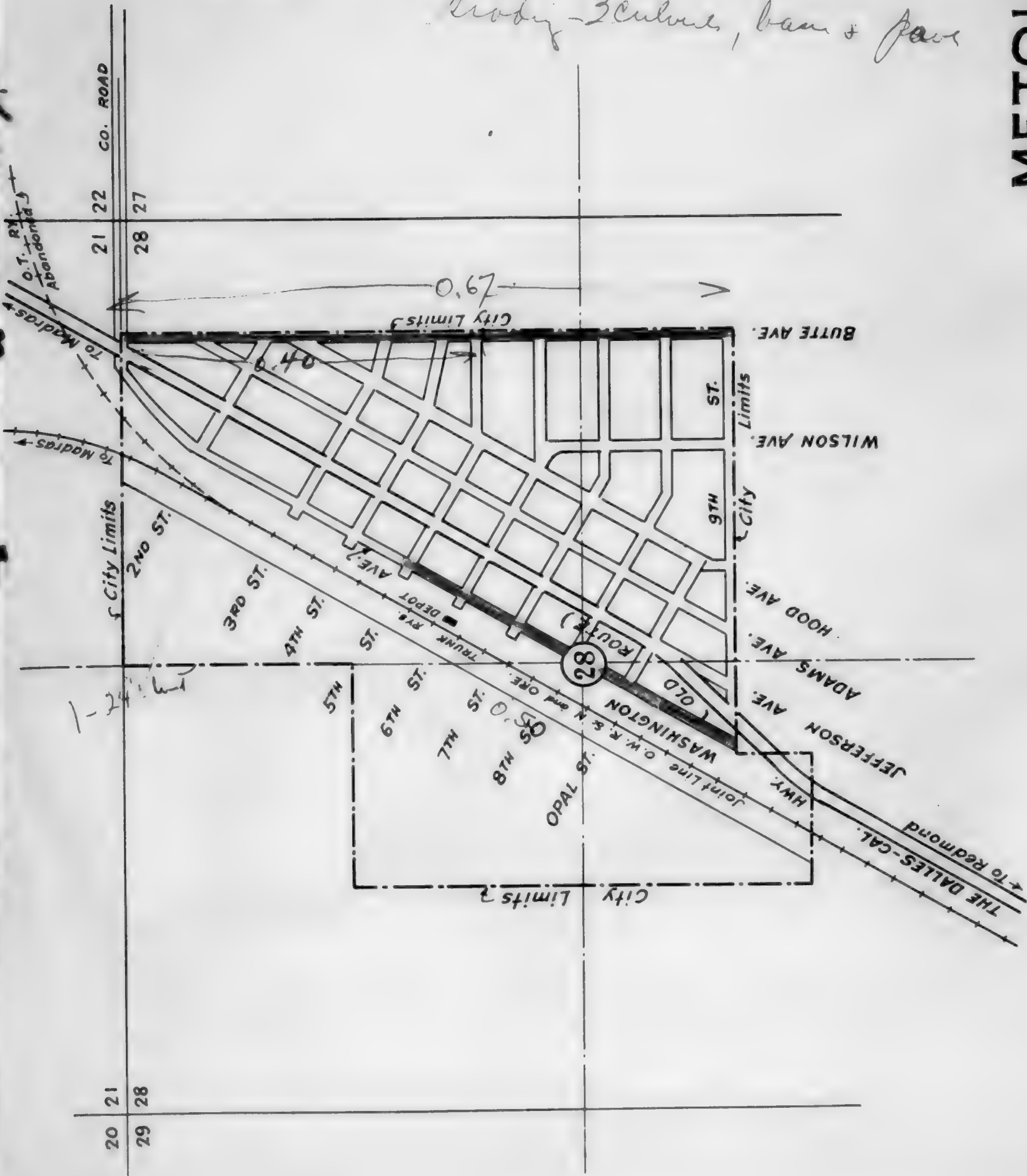
Prody - 3 Culverts, beam & piers

METOLIUS

T.11 S., R.13 E.W.M.

Jefferson County

Scale lin. = 800 ft.



18-1078 Lobert Channelization Proj. 1957
#4989 on The Dalles-Calif. Hwy.
(grading and oiling)

RECEIVED
N APR 4 1958 D
FOR FILING

NOTE
W. C. WILLIAMS

W.C. Williams

April 1st, 1958

FINAL COST ANALYSIS

Robert Channelization
Contract #4989

Babler Bros., Inc., Contractor
Reid Meritt, Resident Engineer

The Dalles-California Highway
Prefix 18-1078

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Exc., Unclass.	44.96	Cu. Yd.	3.00	1.45	65.27	134.88
General " "	2,250.1	" "	0.60	0.57	1,289.77	1,350.06
Salvaging Culvert Pipe	159	Lin. Ft.	2.00	1.79	284.61	318.00
1 1/2" Electrical Conduit	202	" "	2.00	0.75	152.21	404.00
Pit-Run Material in Base	3,338	Cu. Yd.	2.00	1.06	3,546.92	6,676.00
Hauling and Placing Material in Base	562	" "	2.00	1.51	853.21	1,124.00
Sprinkling	78.5	M-Gal.	2.00	1.98	155.75	157.00
Preparation of Base	All	100% 1,000.00			304.67	1,000.00
Hauling Aggregate	2,953	Yd. Mi.	0.25	0.22	649.86	738.25
Placing "	782	Cu. Yd.	1.50	0.799	624.96	1,173.00
120-150 Asphalt	44.91	Ton	50.00	45.87	2,060.38	2,245.50
RS-1 Asphalt	12.6	"	50.00	48.35	609.23	630.00
Force Account (State's Share of Flagging Cost)					203.82	203.82
					\$10,800.66	\$16,154.51

Gross Revenue \$16,154.51

Total Cost 10,800.66

Net Profit \$ 5,353.85

Net Profit equals 33.1% of Gross Revenue



Detail of Cost
Babler Bros., Inc.

Labor:

Labor and Supervision	3,005.58	
Labor Insurance	226.62	
Health and Welfare	<u>82.59</u>	
		\$ 3,314.79

Materials:

Electrical Conduit		\$ 92.17	
120-150 Asphalt	44.91 Tons at \$27.00	1,212.57	
Freight on 120-150 Asphalt	44.91 " " 9.60	431.14	
RS-1 Asphalt	12.6 " " 28.80	362.88	
Freight on RS-1 Asphalt	12.6 " " 9.60	<u>120.96</u>	
			2,219.72

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	\$2,147.01	
Hired Equipment	1,140.00	
Gas, Oil and Grease	1,079.77	
Small Tools & Misc. Supplies	85.88	
Freight and Cartage	202.26	
Bond	96.92	
Home Office and General Overhead	<u>514.31</u>	
		<u>5,266.15</u>

Total Cost		\$10,800.66
----------------------	--	-------------

Remarks:

This was a "State Project" calling for the widening of 0.45 mile of highway roadbed, construction of 0.45 mile of stone base and the construction of 0.45 mile Type O-11 oil mat wearing surface. The project was bid June 27th, 1957; work started August 27th, 1957 and the project was completed September 9th, 1957.

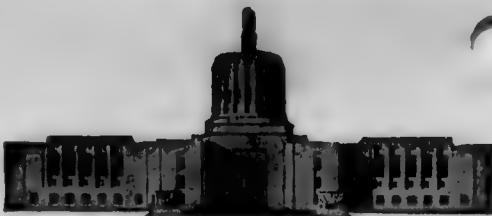
On August 27th, 1957 the contractor moved in blade and Hough loader and started grading and salvaging and reinstalling culvert pipe. The pit run material used in the base was obtained from cinder pit located at M.P. 245.8 on the The Dalles-California Highway. The top course material used in the base was obtained from state stockpiles. Grading and placing of base material was completed in 7½ working days. Oiling was started Friday P.M. and completed Monday A.M. The blading of shoulders, finishing of slopes and general cleanup was completed Monday P.M., completing the project.

Having good production with good bid prices, the contractor received a nice percentage of profit from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
JAN 23 1958
FOR FILING
 COMMISSIONERS
 CHAS. H. REYNOLDS, CHAIRMAN
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND
 ROBERT B. CHESSMAN, MEMBER
 ASTORIA
 H. B. GLAISYER, SECRETARY
 SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 21, 1958

4727
 The California Oregon Power Co.
 Klamath Falls, Oregon

Attention: Mr. J. R. Holsang, District Accountant

Gentlemen:

This will acknowledge receipt of billing for service under Account No. 531-1730 (Lights at Entrance of Johns-Manville Plant) for the period ending January 10 in the amount of \$2.98 which we are processing for payment.

It is requested that future bills for this service be made to Johns-Manville Corp., Lobart Plant, Klamath Falls, Oregon.

In support of this request, we are attaching hereto a copy of a letter from E. T. Hawkins, Project Manager of Johns-Manville Corp. of Manville, New Jersey.

Very truly yours,

W. C. Williams
 State Highway Engineer

By:

Lowell E. Shinn
 Lowell E. Shinn
 Requisition Supervisor
 Accounting Division

LES:mjh

cc: Johns-Manville Corp.
 Lobart Hardboard Plant
 Klamath Falls, Oregon

✓ G. S. Paxson
 F. B. Crandall
 C. H. Nelson

Enclosure

NOTED
 G. S. PAXSON

RECEIVED
JAN 21 1958
 OFFICE OF
 STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1958

FOR FILING

18-1078

4989

Telephone: RAndolph 3-5000

Johns-Manville

PRODUCTS CORPORATION

GENERAL PLANT ENGINEERING
ENGINEERING CENTER



P. O. Box 159
Manville, New Jersey

January 3, 1958

W. C. Williams, State Highway Engineer
State Highway Department
Salem, Oregon

Gentlemen: Attention: Mr. G. S. Paxson

Insulating Board Plant
BP-KIA-1817-13

This is in reply to your letter of December 27 in which you state that you are assuming responsibility for the State Highway lighting for the period October 23, 1957 to January 12, 1958.

We will proceed with installation to furnish this lighting from our plant. It is doubtful, however, whether we can complete this installation by January 12. However, we will assume responsibility for further billing in this regard.

Very truly yours,

E. T. HAWKINS
Project Manager

*Copies made
for Mr. Condit
and Mr. Main*



NOTED
G. S. PAXSON

RECEIVED
DEC 27 1957

FOR FILING

11/28
4789

December 27, 1957

Mr. E. T. Hawkins
Project Manager
Johns-Manville Products Corporation
Post Office Box 15
Manville, New Jersey

Dear Mr. Hawkins:

This is in reference to your letter of November 5 and ours of November 21 relative to furnishing electrical energy to the luminaire installation on The Dallas-California Highway at the access to your Lobert plant (Insulating Board Plant No. BP-KLA-1817-13). Apparently there has not been a complete interchange of correspondence between your Klamath Falls operation and your New Jersey office. In the second paragraph of your letter of November 5, it is inferred that the Johns-Manville Company is willing to furnish power, provided the State will absolve it of liability in the event of power outage caused by its operation. The State's response of November 21 to you stated that it would absolve the Johns-Manville Company of such liability. We then presumed that things were in order and your company would henceforth assume responsibility for furnishing electrical energy to this installation. This then prompted us to write on December 17 to California-Oregon Power Company at Klamath Falls transmitting power bill in the amount of \$5.17 and asking them to transfer it to your company.

We perhaps were presumptive in this action so in order to clarify this situation and to alleviate any future confusion we will assume responsibility for California-Oregon Power Company Account No. 531-1730 for the period of October 23, 1957 to January 12, 1958. It would be presumed that on or before the latter date your company would furnish power direct to the luminaire installation from some source within your plant or would assume responsibility for COPCO Account No. 531-1730 on and after January 12, 1958.

It is also possible that additional correspondence between you and the State Highway Department will clarify this situation, but we will presume that the arrangements as set forth hereinabove will satisfy your company and the State Highway Department in this matter.

Very truly yours,

Mr. W. C. Williams
Mr. P. B. Crandall
cc Mr. H. R. Stokes
Project Engineer
Johns-Manville Company
Klamath Falls, Oregon
Mr. J. R. Holagang
District Accountant, COPCO
Klamath Falls, Oregon

W. C. Williams
State Highway Engineer

By
G. J. Paxon
Assistant State Highway Engineer

JAH:dp:gm

RECEIVED
DEC 1 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 2, 1957

file

15-1178
(CONTRACT NO.)

1989
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

Est. 3 Final
(WARRANT NO.)

Babler Bros. Inc.
(AMOUNT)

(DATE)

27043

W197692

\$ 448.91

11-29-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion Date: 60 workdays from 7-15-57

Time Extensions:

None

Completion Date:

Sept. 9, 1957

Date Accepted:

Oct. 1, 1957

Penalties:

None of record

Claims:

None of record

Remarks:

Date: Dec. 2, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC - 3 1957
GC

NOTED ON CARD
em

PARTNERS
R. M. DOOLY
FERRY SMITH
E. S. THOMAS
H. S. GRANNATT
R. W. RIMBACH
F. WARREN MUNRO
J. W. BAYLESS

DOOLY & Co.

ESTABLISHED 1894

INSURANCE

BOARD OF TRADE BUILDING
PORTLAND, OREGON

CAPITOL 8-8311

CABLE ADDRESS: DOOLY

CLAUDE LILLY
W. H. LILLY
J. R. THOMAS
T. F. FREWEN
H. C. HOEVET
R. W. SKALLERUD
P. H. MACCASKILL
J. B. HEALY
J. H. HEFTY
W. E. BOWES
BRUCE B. KEGG

November 21, 1957

State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams

Dear Mr. Williams:

Re: Claim against Babler Bros. by Mr. Charles R. Robinson

Please refer to letter of November 14th from State Highway Department to Mr. Charles R. Robinson, 4904 S. E. 52nd Avenue, Portland 6, Oregon, which letter was signed by W. W. Stiffler, Assistant Highway Engineer for W. C. Williams, State Highway Engineer.

A copy of this letter has been submitted to us as the insurance agents of Babler Bros. The coverage of Babler Bros. is of course adequate to take care of situations such as this and in this particular instance it is our intention to pay the claim. We take exception, however, to the final paragraph of your letter which reads as follows: "As all contracts with the commission require the contractor to furnish and provide liability insurance, you should file your claim with Babler Bros., although the claim should be supported by a receipted invoice to show the car has been cleaned and refinished and the cost of same."

We are calling this to your attention as much for your own benefit as Babler Bros., since by instructing the claimant to go ahead and have his car cleaned and refinished, you are to some extent taking upon yourself the burden of proof that the car was ever damaged or that the damage required such cleaning and refinishing. Any contractor or his insurance carrier has the right to an opportunity to examine the damage before repairs are made for the purpose of determining the extent of the damage and the probable cost. I do not know what the legal position of the State would be in such matters but it would seem that there is a good possibility that if Babler Bros. elected to deny such a claim on the basis that no satisfactory proof of the loss existed, the car owner could come back to you stating that he was following your instructions in getting the car

NOTED
W. W. STIFFLER

State Highway Department

- 2 -

November 21, 1957

cleaned and refinished.

It would be our suggestion that in the future you simply refer the claimant to Babler Bros. who will in turn refer them to us for the purpose of determining whether liability actually exists and the amount of indemnity which should be paid.

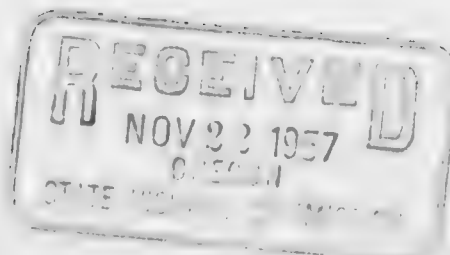
Very truly yours,

DOOLY & CO.

By

J. R. Thomas
J. R. Thomas

JRT:mmw



RECEIVED
NOV 22 1957

FOR FILING

18-1078
4987

November 21, 1957

Mr. E. T. Haskins
Project Manager
Johns-Manville Products Corporation
Post Office Box 159
Manville, New Jersey

Dear Mr. Haskins:

This will acknowledge your letter of November 5 having reference to our proposal that your Company furnish power at no cost to the State for the intersectional lighting on the highway at your plant at Lebert. You indicate that such arrangement would be agreeable to your principals provided the State would absolve you of any liability in the event of power outage caused by plant operation. Such stipulation would be satisfactory, provided that in the instance of a power failure this office be immediately notified in order that we might take temporary measures pending resumption of power.

You ask the question as to what means will be provided to have the lighting turned off and on. In accord with our usual practice, the on-and-off operation will be automatically controlled by use of a photo cell.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Mason

FBC:njs fn

*SSP Copy to
accounting
12-16-57
pg.*

RECEIVED
NOV 22 1957

FOR FILING

12-10-78
4487

Nov. 20, 1957

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4989 for grading and oiling on the Lobert Channelization Section of The Dalles-California Highway in Klamath County was completed by the contractor, Babler Bros., Inc., on Sept. 9, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of \$448.91 will be released to the contractor on or after Nov. 30, 1957. The total contract amount is \$16,154.51, of which amount \$203.82 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

[Signature]

RECEIVED
NOV 15 1957
FOR FILING

November 14, 1957

11278
Mr. Charles R. Robinson
4904 S. E. 52nd Avenue
Portland 6, Oregon

Dear Sir:

Your reply to my letter dated October 29 did not include the necessary detailed information for any department or agency to pay a claim for asphalt spray damage to your automobile during the week of September 2 - 6, at or near the Johns-Manville plant at Klamath Falls.

Our investigation reveals that the work in that area was not performed by State Highway Department employees, but was performed by Babler Brothers, Inc., 4617 S. E. Milwaukie Avenue, Portland 2, Oregon, under Contract No. 4989 with the State Highway Commission for grading and oiling the Lobert Channelization Project on The Dalles-California Highway.

As all contracts with the Commission require the contractor to furnish and provide liability insurance, you should file your claim with Babler Brothers, although the claim should be supported by a receipted invoice to show that the car has been cleaned and refinished and the cost of the same.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. John Phillips

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1957

SUBJECT: Assignment #4278 WWS
Damage Claim - Chas R. Robinson
Portland, Oregon

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

We return herewith your Record of Assignment #4278 which concerned a letter from Charles R. Robinson, 4904 S. E. 52 nd Avenue, Portland, Oregon. Apparently Mr. Robinson's car, along with several other cars, was sprayed with asphalt while parked on a highway construction job near the Johns - Manville plant at Klamath Falls.

Assistant Division Engineer, L. H. Warfield, advises that the construction was being done by Babler Bros., Inc., under Contract #4989, which covers grading and ciling of a section of The Dalles - California Highway called the Lobert Channelization, and that Babler Bros. Insurance Company would take care of the damage claims.

We suggest that Mr. Robinson be advised that he should take up his claim directly with Babler Bros., Inc., 4617 S. E. Milwaukie Avenue, Portland 2, Oregon.

We are returning your file herewith.

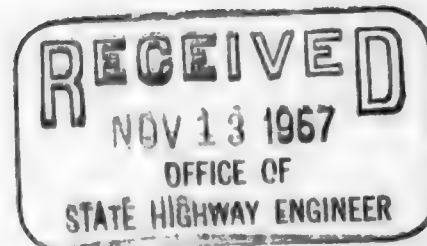
John A. Phillips
John A. Phillips
Assistant Maintenance Office Engineer

JAP:nno

Enclosures

cc: Dean Swift
S. P. Jones

NOTED
W. W. STIFFLER



COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

October 29, 1957

Mr. Charles R. Robinson
4904 S. E. 52nd Avenue
Portland 6, Oregon

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

Dear Sir:

Acknowledgment is made of your letter of October 27 making inquiry in regard to an oil machine that blew up at the Johns-Manville plant at Klamath Falls; also as to the license numbers of cars parked there and presumably damaged; and as to the cleaning and painting of those cars.

At this writing, we have no knowledge whatsoever of an oil machine blowing up at the Johns-Manville plant in so far as it affects the State Highway Department.

We will need additional information from you in order to determine whether or not the Highway Department is liable for the cleaning and painting of the cars presumably damaged.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
W. W. Stiffler
Assistant State Highway Engineer

WWS:er

Mr. Stiffler:

If you would please contact your Klamath Falls office, they will have all information including dates. I don't remember exact date but it was week of September 2nd through 6th. I thank you.
Charles R. Robinson

4904 S.E. 52nd Ave
Portland 6, Oregon

October 27, 1957

State Highway Dept.

Maintenance

Salem, Oregon

Dear Sirs:

I'm writing in regards to the
oil machine that blew up at John's
Manville Plant at Kalmath Falls.

I understand you have the license
numbers of our cars that were parked
there at the time and that you are
cleaning and painting them. Have
tried the State Highway Dept. here
in Portland when I got back to town,
but they informed me to contact
you.

Charles R. Robinson

Car License 6C 8687

NOTED
W. W. STIFFLER

Johns-Manville
PRODUCTS CORPORATION
GENERAL PLANT ENGINEERING
ENGINEERING CENTER



Telephone: RAndolph 5-5000

P. O. Box 159
Manville, New Jersey

November 5, 1957

Mr. W.C. Williams
State Highway Engineer
Salem, Oregon

Gentlemen:

Attention: Mr. G.S. Paxson

Insulating Board Plant
BP-KLA-1817-13

This is in regard to your letter of Oct. 10 regarding lighting in the Highway by our plant at Lobert.

Your proposal that we furnish power at no cost to the State would be agreeable to us but we are wondering if the State would absolve us of any liability in the event of power outage caused by our operation.

We would also like to know what means the State would provide to have the lighting turned off and on.

I would appreciate your comments concerning the above.

Very truly yours,

E. T. Hawkins
E. T. HAWKINS, *By AGZ.*
Project Manager



RECEIVED
OCT 15 1957

FOR FILING

10 10 28
4989

Telephone: [REDACTED]

Johns-Manville
PRODUCTS CORPORATION OF OREGON



P. O. [REDACTED]

Klamath Falls, Oregon
October 14, 1957

State Of Oregon
State Highway Dept.
Salem, Oregon

Attn: G. S. Paxson, Asst. Eng.

Re: Insulating Board Plant
Power Service - Access Illumination

Dear Mr. Paxson:

This will acknowledge receipt of your letter dated October 10, 1957 pertaining to the power services and maintenance for illumination of the highway access to this project.

By copy of this letter we are transmitting your letter to our Manville, New Jersey, office, for their action and from which office your reply will be forthcoming.

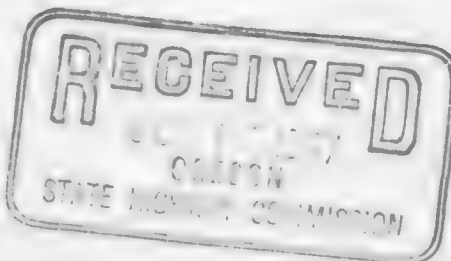
Very truly yours,

H. R. Stokes
H. R. Stokes
Resident Engineer

/ml

cc - M. B. Jamin w/letter
E. T. Hawkins

*Copy made for
Mr. Crandall*



NOTED
OCT 15 1957

RECEIVED
OCT 11 1957

FOR FILING

October 10, 1957

Mr. H. H. Stoken
Project Engineer
John-Manville Corporation
Lebart Plant
Klamath Falls, Oregon

Dear Mr. Stoken:

Mr. L. E. George, Signal and Illumination Engineer of our Traffic Engineering Division, was discussing with you recently the matter of obtaining a permanent electric power service for the illumination recently installed at the access to your plant in conjunction with our cooperative project and in accord with an agreement entered between the State and your company on June 27, 1957. In accord with the agreement, the company and State will share the total final cost of the project equally and one of the costs incident to this over-all project is the provision of a permanent power service to the installation.

I understand from our representative that, when he contacted the Klamath Falls office of the California-Oregon Power Company, he learned that it would be necessary to run in approximately 3,000 feet of power line at an estimated cost of \$3,000. This total cost would, in the final cost, be shared equally between your company and the State. Notwithstanding that in accord with the agreement it would be the State's responsibility to maintain the installation and furnish electrical energy and in view of the fact that we cannot legally repurchase power from you were we to avail ourselves of power immediately available to your plant, it appears that we will have to install the 3,000-foot pole line.

It does, however, occur to us that if the John-Manville Company would furnish power to the installation from the plant and pay for the cost of power consumption, the State would care for maintenance of the installation proper. It appears that such an arrangement in the long run would save money both for the John-Manville Company and the State Highway Department, as neither of us would have to invest in an initial costly capital outlay of \$3,000 for a pole line installed by the California-Oregon Power Company.

I would appreciate your advice with respect to the above. We have, however, on this date advised the Klamath Falls office of the California-Oregon Power Company to install, temporarily, a service connection to this installation so that we may illuminate it at an early date.

cc Mr. W. C. Williams
Mr. F. B. Crundall
JAH:njs: Mr. Tom Edwards
gm Mr. W. O. Widdow
Mr. C. H. Nelson
Mr. Reid Meritt

Very truly yours,
W. C. Williams
State Highway Engineer

By
G. S. Fosson
Assistant State Highway Engineer

RECEIVED
OCT 11 1957

FOR FILING

October 10, 1957

Mr. J. T. Runyon
Assistant District Manager
California-Oregon Power Company
Klamath Falls, Oregon

Dear Mr. Runyon:

Recently a representative of our Department contacted you regarding the possibility of a temporary power connect for an illumination installation on US97 in front of the John-Merrell Hardwood Plant. It is understood that the estimated cost of installing and removing this temporary power connect is approximately \$265.

This letter authorizes you to proceed with the work required to install and remove this electrical service with the understanding that the cost is not to exceed \$265, as discussed with you by our Resident Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Fauson
Assistant State Highway Engineer

cc Mr. Tom Edwards
Mr. W. O. Williams
Mr. Reid Meritt
Mr. C. H. Nelson
Mr. A. B. Crandall

Mr. Meritt: Will you take care of the preparation of the necessary State Force Order to cover this installation.

G.S.F.

LEG:pk:njs:gm

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

10-10-78

For Week Ending Sept. 14, 1957

Section Robert Channelization Kind of work Grading and Ciling
The Dilles -

Highway California County Klamath Section prefix 18-1078

Contractor Babler Bros. Inc. Contract number 4989

Date of contract June 27, 1957 Specified work days 40

Date work started Aug. 27, 1957 Work days used 40

Project authorization \$ 28,552.95 Per cent of time elapsed 100 %

Exclusive of engineering \$ 26,522.52

Estimated cost of completed project, exclusive of engineering \$ 26,522.52

Estimated per cent overrun or underrun %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization \$ 2030.43

Engineering cost to date \$ 1783.22, 87.8 % Date project was completed September 9, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed final seal on O-11 oil mat Monday morning. Bladed shoulders, finished slopes and ditches, cleaned out ends of culvert pipes and did other miscellaneous cleanup work Monday afternoon to complete project.

CONSTRUCTION DIVISION
 RECEIVED

NOTED

Ery B

Noted
 M. N. Juve

NOTED
 Signed
 C. E. PAULSEN

H. Reid Meritt
 Address P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAIN DRAINAGE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.45	0.45		0.45	
Miles partially completed	-	-		-	
Miles completed	0.45	0.45		0.45	
Total estimated quantities (contract)	1,600 cu.yd.	3,700 cu.yd.		58 tons 580 cu.yd.	
Total quantities corrected to date	1,600 cu.yd.	3,900 cu.yd.		57.5 tons 782 cu.yd.	
Estimated quantities moved or placed to date	1,600 cu.yd.	3,900 cu.yd.		57.5 tons 782 cu.yd.	
Average daily quantities				12.51 tons 114 cu. yd.	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				17	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders 1, Rollers 2, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, Loader 1, Trucks 5, Distributer 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
AUG 7 1957

FOR FILING

R. B. MAXWELL

B. J. GODDARD

MAXWELL & GODDARD
ATTORNEYS AT LAW

FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

August 5, 1957

State of Oregon
State Highway Department
Salem, Oregon

Attention W. W. Stiffler:

Gentlemen:

I call your attention to my letter of July 18, regarding permits for Johns-Manville Corporation for two pipeline crossings under highway 97. As a supplement to that letter, I am enclosing herewith a profile drawing showing the out-fall sewer line from the basin to its connection with the Williamson River Drain. This profile indicates the crossings under highway 97 and the manner of construction. It is our understanding that the line and casing would be jacked under the highway.

The architects have not, as yet, completed the drawing of the proposed storm drain. As soon as these drawings are received, I will forward them to your office.

Very truly yours,

Maxwell & Goddard

By

B. J. Goddard

BJG:rms

Enclosure

Duplicate and enclosure handed to Mr. Farrar 8-7-57. er



NOTED
W. W. STIFFLER

RECEIVED
JUL 26 1957

FOR FILING

FORM E-30X-37,000-2-57-1477

18-1078

4-9

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 22, 1957

SUBJECT: Proposed Illumination
Johns-Manville Plant Access
Robert US97
North of Klamath Falls

To:

W. O. Widdows
Sign Engineer
Office

L

On July 16 I forwarded to you plans for the illumination to be made at the above referred to location. Will you kindly make the following correction in your letter: I told you that we were dealing with Contract No. 4987 and I find that it should have read Contract No. 4989. Attached hereto is a reproduced copy of Mr. Paxson's letter of July 18, advising that the State will have to pay for installation of power and maintain the luminaire units.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

JAH:eh

Attachment

cc: G. S. Paxson
C. H. Maison
S. H. Probert
Tom Edwards
Dean Swift



July 22, 1957

Maxwell & Goddard
Attorneys at Law
First Federal Savings & Loan Building
Klamath Falls, Oregon

Gentlemen:

Acknowledgment is made of your letter of July 18 directed to Mr. Williams, outlining the development plans of the John-Manville Corporation adjacent to The Dallas-California Highway near Lebert.

We are perfectly agreeable to granting permits to the Company for the two pipeline crossings mentioned in your letter, copies of which are being referred to our Permit Division, which in turn will require some additional detailed information from our Maintenance Superintendent at Klamath Falls before the permit is actually written.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:ter

cc Mr. R. B. Sipprell
Mr. Dean Swift
Mr. S. P. Jones

MAXWELL & GODDARD

ATTORNEYS AT LAW

**FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON**

R. B. MAXWELL

R. J. GODDARD

July 18, 1957

State Highway Department
Salem
Oregon

Attention: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

We represent Johns-Manville Products Corporation of Oregon in connection with the construction of the Klamath Falls plant. It proposes to run an eight inch transite outfall sewer line from the north end of the settling basin which lies east of U. S. Highway 97. It desires to take this line under Highway 97 by driving a steel culvert under the highway and running an eight inch transite line through the culvert. This line would then proceed under the Southern Pacific right of way, the Modoc Point irrigation canal and empty into the Williamson River drain, all of which lie west of the highway right of way.

We are enclosing herewith two copies of a drawing which has been prepared by the Johns-Manville engineering staff, showing the ground location of this line. We do not have at hand the profile drawing showing the installation proposed under highway 97 and the Southern Pacific right of way. Profile drawings have been requested and will be forwarded to your office as soon as they are received.

We would like to secure a written easement from the State Highway Commission granting the privilege of installing the proposed pipeline.

Would you please advise me at your earliest opportunity what additional information you will need in connection with this proposal and whether or not the State Highway Commission would have any objection to the installation of the proposed line at the location shown on the enclosed drawing.

A 24 inch storm sewer line is presently being constructed at the south end of the Johns-Manville plant to carry off the rain and snow run-off water from the roof of the plant. We have received permission from the Bureau of Indian Affairs to empty the line into the main Modoc Point irrigation canal. In order to do so it will be necessary to take this 24 inch concrete storm drain under Highway 97. Since the channelization project will be constructed in the near future, the company would like to have the storm drain construction take place at the same time. Would you please advise whether or not the State Highway Commission would have any objection to the installation of the

REFERRED TO

Stiffle
BY DEPUTY STATE HIGHWAY ENGINEER

State Highway Department
Page 2
July 18, 1957

storm drain as proposed or any objection to granting an easement
for its installation.

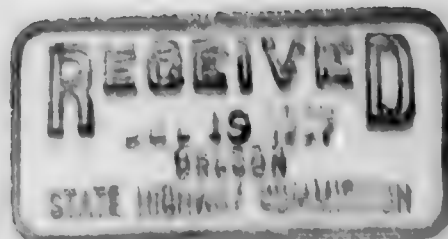
Very truly yours,

MAXWELL & GODDARD

By

B. J. Goddard

BJG:db
enclosures



State Highway Department
Page 2
July 18, 1957

storm drain as proposed or any objection to granting an easement
for its installation.

Very truly yours,

MAXWELL & GODDARD

By,

S. J. Goddard

BJG:db
enclosures



RECEIVED
JUL 19 1957

FOR FILING

12-1477
1371

Salem, Oregon
July 18, 1957

Entrance to Johns-Manville
plant near Iobert

Mr. F. B. Crandall
Department

We will proceed with the installation of proper lighting at this intersection without signalization. The operation and maintenance of the lighting will be a burden of the State. I would like to see the details of the plan before it goes out for construction.

G. S. Paxson

DEP:ga

cc Mr. W. C. Williams

RECEIVED
JUL 15 1957



COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 9, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
Robert Channelization Section
The Dalles-California Highway
Klamath County

Gentlemen:

Bids on the above titled project were received on June 27, 1957, and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of one contact on a power pole located on the easterly side of the highway at Station 1222+15.

It appears that your power pole is on the State highway right of way by permit, so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. Reid Meritt, Resident Engineer on the project, with headquarters in Klamath Falls. His Post Office address is Box 1090.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:BN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Dean Shift
Mr. Reid Meritt

RECEIVED
JUL 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL 18 1957

FOR FILING

18-1075
4987

Salem, Oregon
July 5, 1957

Agenda Item 4-1

Mr. W. C. Williams
State Highway Engineer
Office

MISC. CONTRACTS and
AGREEMENTS No. 1870

Attached hereto is a fully executed copy and five conformed copies of an agreement with the Johns-Manville Products Corporation covering the construction of channelized intersection on The Dalles-California Highway at Lobert in Klamath County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Maxwell & Goddard, Attorneys at Law, to be forwarded to the Johns-Manville Products Corporation.

Secretary

rn
Attach: 6

REFERRED TO
BY SECRETARY

412
June 21, 1957

Maxwell & Goddard
Attorneys at Law
First Federal Savings & Loan Building
Klamath Falls, Oregon

Attention: Mr. B. J. Goddard

Gentlemen:

Thank you for your letter of June 7, 1957 in which you transmit three executed copies of the agreement between the Johns-Manville Corporation and the State of Oregon covering the construction of channelized intersection on The Dalles-California Highway at Lobert in Klamath County. Receipt is also acknowledged of Johns-Manville Check No. 46970 in the amount of \$15,000 as an advance deposit against the cost of the project.

In response to your request, I am returning to you the two copies of the original agreement which were executed by the Johns-Manville Corporation. These agreements have been superseded by the new agreement which you transmitted with your letter of June 7.

The project has been advertised for award of contract, with bids to be opened by the Highway Commission at its meeting on June 27-28, 1957. When the project has been completed and costs determined, final billing will be submitted to the Johns-Manville Corporation showing credits or amount due based on actual cost.

If you wish any additional information, please feel free to inquire.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

cc Mr. O. S. Smith
Mr. C. H. Maison

MAXWELL & GODDARD
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

R. B. MAXWELL
S. J. GODDARD

June 7, 1957.

Oregon State Highway Commission,
State Highway Bldg.,
Salem, Oregon.

Attention: Mr. Forrest Cooper.

Re: Highway Alterations
Johns Mansville
Klamath Falls Plant.

Gentlemen:

I am enclosing herewith three copies of agreement between the State of Oregon, by and through its State Highway Commissioner and John Mansville Products Corporation of Oregon. These agreements are the revised agreements recently forwarded by your office to New York for execution. I received the documents and find that they are in order and have approved them as to form, on behalf of John Mansville Products Corp. I am enclosing also, herewith, John Mansville's check in the amount of \$15,000.00 covering their obligation under article 2 of things to be done by the corporation.

In my letter of May 2nd, I forwarded you two copies of the original draft of agreements, which had been executed by the company officials, and called the Commissioner's attention to the fact that certain changes might be necessary. Subsequently the enclosed documents were drafted. I would appreciate your returning the two copies of the original agreement signed by the corporation officials to this office, or at least the page thereof bearing the company signatures. If, by chance, these documents have been destroyed by your office, I would appreciate your assurance and confirmation of this fact.

Yours very truly,

MAXWELL & GODDARD,

By

B. J. Goddard

BJG:Emc
Enc

*Johns-Mansville Check # 46970 signed by G. Schroeder
for \$15,000.00 to a/ctg Div. 6-10-57
H. G. M.*

May 23, 1957

Mr. G. S. Smith
Director of Engineering
Johns-Manville Corporation
Twenty-two East Fortieth Street
New York 16, New York

Dear Mr. Smith:

With reference to the matter of the entrance to your new plant at Lobert northerly from Klamath Falls, I wish to advise that we have decided that the best way to incorporate the changes and corrections which you requested would be to prepare a new agreement and exhibit. This has been done, and three copies are transmitted herewith for your signature. Upon receipt of the executed copies and your check for \$15,000, bids will be called for the construction work involved. We will, of course, have the agreement executed by the Highway Commission and transmit a copy to you immediately after its next meeting, which is June 27-28.

Thank you for your cooperation in this entire matter. We believe that you will find the agreement and accompanying exhibit maps in order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Maxwell & Goddard
Attorneys at law
First Federal Savings & Loan Building
Klamath Falls, Oregon

MAXWELL & GODDARD

ATTORNEYS AT LAW

FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

R. B. MAXWELL

B. J. GODDARD

May 2, 1957

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. Forrest Cooper

Re: Highway Alterations - Johns-Manville, Klamath Falls plant

Gentlemen:

Enclosed herewith are two copies of an agreement between Johns-Manville Products Corporation of Oregon and the Oregon State Highway Commission relative to the highway alterations at the Klamath Falls plant.

Both copies of the agreement have been signed by the representative of the Johns-Manville Products Corporation of Oregon. Please note that the original as drafted by the Highway Commission has been changed to show the correct name of the Oregon corporation.

The documents were forwarded to this office for a final check with the local resident engineer and your local engineering staff to determine whether or not the plan attached to the agreement corresponded with and centered on the entrance gate to the company's office. As a result of this conference, it was determined that the final plans and design of the local plant had been changed slightly from the original preliminary plans which were submitted to the Highway Department. It now appears that the entrance, as finalized, will be 4.63 feet north of the one shown on the sketch attached as Exhibit A to the agreement. Thus it would appear that the entire project should be moved 4.63 feet north and all of the station references noted on the sketch would have to be corrected to reflect this change.

Mr. Irving Pedly, the assistant general counsel for Johns-Manville, in his letter of transmittal, requested that, if the survey stations mentioned in the agreement were incorrect, they should be corrected before delivery of the signed agreements. I, therefore, am requesting that the State Highway Department make the necessary changes mentioned above to center the project on the company entrance. If these changes are made, I assume that the agreement will have to be returned to New York for re-execution by the company. Mr. Meritt, your local engineer, assured us that the project could be conformed to the locations at the time of construction. However, to avoid any possible controversy with respect to this problem, these corrections should be made at this time.

Orig. Dim 85x115
New Dim. 85x138
2

Oregon State Highway Commission
Page 2
May 2, 1957

I also received from New York the company's draft in the sum of \$15,000.00 covering the company's obligation under the heading "Things to be done by corporation", paragraph 2. I will hold this draft pending delivery of the agreement with the appropriate corrections.

3
The company also desired to change the language under the heading "Things to be done by corporation", paragraph 3, relative to the slope easements. The change desired is in reference to the following language, "in form satisfactory to State". The company would like to have this language read, "in form satisfactory to both parties". Inasmuch as changes will have to be made in the existing agreement, which undoubtedly will require re-execution by the company, this change could be made at the same time. I have already conferred with Mr. Robert L. May, Jr., your acting chief counsel, and he has no objection to this change since it is the obligation of the company to furnish the required easement and naturally the company would refuse to execute an easement which was unsatisfactory to it.

When the documentary changes are made, would you please forward the copies to

Johns-Manville Corporation
22 East Fortieth Street
New York 16, N. Y.
Attention: Mr. Irving J. Pedly.

Very truly yours,

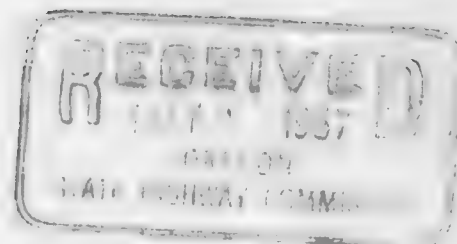
MAXWELL & GODDARD

By *S. J. Goddard*

BJG:db
enclosures

cc: Johns-Manville Corporation
(Attention: Mr. Pedly)

Mr. Ray Stokes
Klamath Falls plant



JOHNS-MANVILLE CORPORATION

TWENTY-TWO EAST FORTIETH STREET

NEW YORK 16, N.Y.

EXECUTIVE OFFICES

May 7, 1957

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Re: Highway Turn-Out
Our Klamath Falls Plant

Attached is a print of our Drawing A-6211, revised April 30, 1957. The revision consists of a change from 850' to 856.375' which is noted on the drawing as "A".

We desire that the plant entrance center on the plant office and have had a little difficulty in tying in highway coordinates with our factory plot. We presume that the exact location of the turn-out is immaterial to the Highway Department but wish to be sure that the turn-out does center on the office.

The proposed agreement which you forwarded me has been approved by our New York office but has been forwarded to our local attorney at Klamath Falls, Mr. Goddard, for his review. About the only point in question was the same point referred to above. The sketch included in the agreement pinned down the location of the turn-out to some certain coordinates and we merely wish to be sure that the turn-out point is centered on the office building.

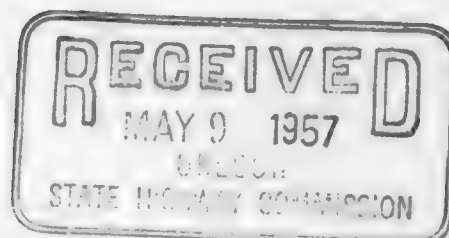
Very truly yours,

G. S. Smith

G. S. Smith
Director of Engineering

GSS:mr

Attachment



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 21st, 1957

SUBJECT:

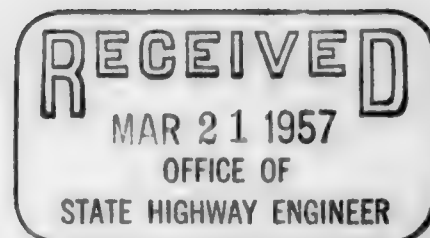
To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I hand you herewith the completed survey for the entrance to be constructed for the Johns-Manville plant adjacent to the The Dalles-California Highway near Lobert. An estimate of cost is attached in the amount of \$25,315, in addition to which purchase of some right of way will be necessary. This was originally set up as a cooperative project in the amount of \$30,000, which should be sufficient.

Immediately upon examination of these plans, please return them and they will be turned over to Frank Hall for preparation of contract plans. I will proceed to prepare and furnish the Legal Department the necessary data for preparation of agreements. The work can be scheduled for the June contract letting.


Tom Edwards
Construction Engineer

TE:AR
Enc.



JOHNS-MANVILLE CORPORATION

TWENTY-TWO EAST FORTIETH STREET

NEW YORK 16, N.Y.

EXECUTIVE OFFICES

FORWARDED TO
Cooper
Please discuss with me

January 2, 1957

Mr. W. C. Williams
State Highway Engineer
State of Oregon Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper
Deputy State Highway Engineer

Dear Sir:

George Smith is away on vacation and your letter of December 24 in reference to the approach from our new Insulating Board Mill at Lobert to US 97 has been brought to my attention.

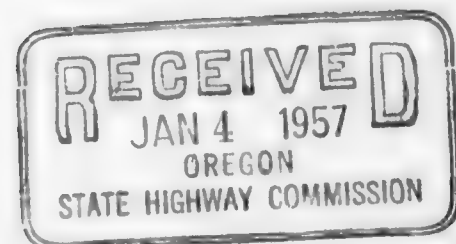
We requested the assistance of Mr. Glenn Jackson and Mr. J. W. Smith who appeared in our behalf at the meeting of the Highway Commission on December 17 and 18. We concur with the Highway Commission's approval of a simplified form of grade intersection and are willing to accept our portion of the cost which is estimated to be approximately \$15,000.

Will you please let us know promptly whether we are required to fill out any formal papers on this project. We would also like to have the opportunity of reviewing and approving the proposed final drawings which should be forwarded to us attention of George Smith, Director of Engineering.

Very truly yours,

K. W. Huffine

K. W. Huffine
Vice President



December 24, 1956

AIR MAIL

Johns-Manville Corporation
Twenty-two East Fortieth Street
New York 16, New York

Attention: Mr. George S. Smith

Gentlemen:

At the meeting of the Highway Commission on December 17 and 18, 1956, Mr. Glen Jackson and Mr. J. W. Smith appeared on your behalf in connection with the approach from US97 to your development at Lobert.

The Highway Commission took the matter under advisement and approved a simplified form of grade intersection. Mr. Jackson indicated approval of the proposal and that it would be acceptable, and further that he felt that the Commission's proposal to prorate the cost on a fifty-fifty basis between your Company and the State of Oregon was fair. Realizing that Mr. Jackson cannot speak officially for your Company, we hereby present the matter to you and request your concurrence. The estimated cost of the project as indicated on the map is \$29,900, which would result in a cost of \$14,950 to each party.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. H. B. Glaisyer
Mr. C. H. Nelson

STATE HIGHWAY COMMISSION MEETING

Delegation Representative of Ore. Devlpmt. Commission re Johns-Marville access road near Klamath Falls (Agenda 3g)

Date December 18, 1956

Time 10:00 a.m.

[illegible]

RECEIVED
DEC 10 1956
FOR FILING

file

FORM 510-50M-11-55-20224
12-10-56
4959

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5th, 1956

SUBJECT: Johns-Manville Approaches
The Dalles-California Hwy.

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L

Under date of November 20th Mr. Williams advised the Highway Commission in regard to the current status of the Johns-Manville Corporation approaches to the The Dalles-California Highway near Lobert near Klamath Falls. The last paragraph of his letter states we will prepare typical plans for each alternate etc.

We attach hereto seven copies of alternate plans for a channelized and a buttonhook connection. We prefer the buttonhook which costs approximately \$20,000 less.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

RECEIVED
DEC 5 1956
OFFICE OF
STATE HIGHWAY ENGINEER

*Please add to hold
County Dept. to hold
except for 2 copies
retained in Mr. Cooper's
agenda file.*

NOTED
FORREST COOPER

RECEIVED
JUL 1 1957

FOR FILING

12-1278
4787

July 1, 1957

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4989 for the Lobert Channelization Project on The Dallas-California Highway in Klamath County.

This award was based on your bid of \$15,860.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

R

FOR FILING

18-1078

4989

July 1, 1957

Mr. G. S. Smith
Director of Engineering
Johns-Manville Corporation
Twenty-two East Fortieth Street
New York 16, New York

33
357
354

Dear Mr. Smith:

In response to your letter of June 27, I am attaching two copies of the plan of the intersectional treatment at your plant at Lobert. I wish to apologise for overlooking this, as I note you had previously requested these plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

FC:fn

cc Mr. W. C. Williams

JOHNS-MANVILLE CORPORATION

TWENTY-TWO EAST FORTIETH STREET

NEW YORK 16, N.Y.

EXECUTIVE OFFICES

June 27, 1957

Mr. Forrest Cooper
Deputy State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

We are glad to note in your letter of June 21 to Maxwell & Goddard at Klamath Falls that the agreement on the construction of the channelized intersection has been completed. We also note that the project has been advertised and you expect to open bids for the construction today or tomorrow.

We certainly appreciate the prompt handling of this matter. As Mr. Williams mentioned to me in his letter of January 11, would you please send me two sets of plans and specifications for our information and to make sure that the construction of our plant roads are proper to connect with the highway turn-out construction.

Very truly yours,

G. S. Smith

G. S. Smith
Director of Engineering

GSS:mr



RECEIVED
JUN 27 1957

COMMISSIONERS

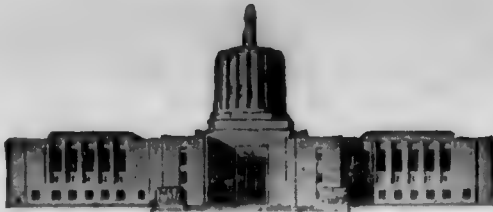
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

FOR FILING

18-1078



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 25, 1957

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power Line Adjustment
Robert Channelization Section
The Dalles-California Highway
Klamath County

Gentlemen:

Bids will be received on the above titled project on June 27, 1957, and it appears that a power line owned by you must be adjusted in order to accommodate the highway construction.

This adjustment involves the moving of 6 poles along the easterly side of the existing highway, which were placed on highway right of way under the terms of Permit No. 3530, dated February 6, 1951. It, therefore, will be your obligation to make the necessary adjustments without cost to the State, and it is requested that you proceed with the work as promptly as may be possible. Mr. W. Reid Meritt, Klamath Falls, Oregon, is Resident Engineer on the project and further details may be secured from him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. Dean Swift
Mr. W. Reid Meritt
Mr. R. L. Porter
Mr. P. W. Farrar

RECEIVED
JUN 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1957

FOR FILING

18-1078

4989

June 24, 1957

Oregon State Highway Commission

Gentlemen:

For some time we have had under consideration the matter of constructing an adequate approach from the Dallas-California Highway to the new Johns-Manville Plant at Robert, in Elsworth County. We have finally worked out all of the details, have the surveys and plans complete, and are calling for bids for the construction of the project at the June 27-28, 1957 meeting.

The proper agreement has been drafted and has been executed by the Johns-Manville Corporation, the principal feature of the agreement being that the project is to be constructed at an estimated cost of \$20,000, to be borne equally by the Corporation and the State Highway Commission. This agreement will be presented to you at the June 27-28 meeting, and it is my recommendation that it be approved and signed by the Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. Leonard I. Lindas
Mr. C. H. Nelson

FC:me fn

RECEIVED
JUN 21 1957

FOR FILING

JOHNS-MANVILLE CORPORATION

TWENTY-TWO EAST FORTIETH STREET

NEW YORK 16, N.Y.

18-1078
EXECUTIVE OFFICES
4989

May 29, 1957

Mr. Forrest Cooper
Deputy State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

With reference to your letter of May 23 concerning the new plant entrance for our Klamath Falls plant, the new agreement that you forwarded with your letter appears to be satisfactory. It is being signed and forwarded to Mr. Goddard, our attorney at Klamath Falls. After it is reviewed, it will be forwarded to you with our check for \$15,000.

We understand that as soon as this agreement is concluded, you will proceed with the engineering for the new entrance and will submit plans for our concurrence before proceeding with construction. We hope that you will be able to execute this job promptly as we expect to start limited operations of a warehousing nature in our new plant in July and certainly hope we will have the construction complete before the cold weather sets in.

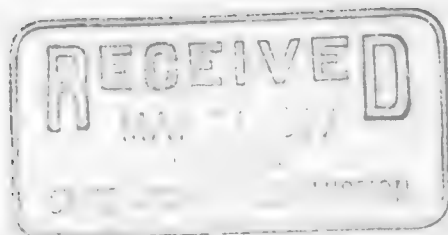
Thanks for the prompt revision of the agreement.

Very truly yours,

G. S. Smith

G. S. Smith
Director of Engineering

GSS:mr



MAXWELL & GODDARD
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

R. B. MAXWELL
B. J. GODDARD

May 28, 1957

State Highway Department
Salem
Oregon

Attention: Mr. Forrest Cooper

Gentlemen:

I am in receipt of a copy of your letter of May 23, directed to Mr. G. S. Smith, Director of Engineering, Johns-Manville Corporation. I notice that the agreement concerning the entrance to the Johns-Manville plant at Lobert has been re-drafted. Undoubtedly the company will execute the agreement and return it to this office for delivery to the State Highway Department. I am retaining their check in the sum of \$15,000.00 in our files and will continue to hold the check pending receipt of the executed agreement. Immediately upon receipt of the same, we will forward the agreement and check to your office.

Very truly yours,

MAXWELL & GODDARD

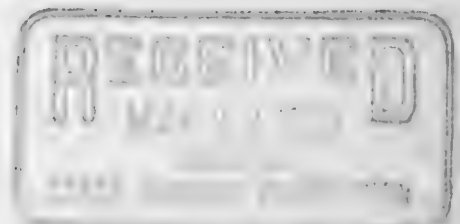
By



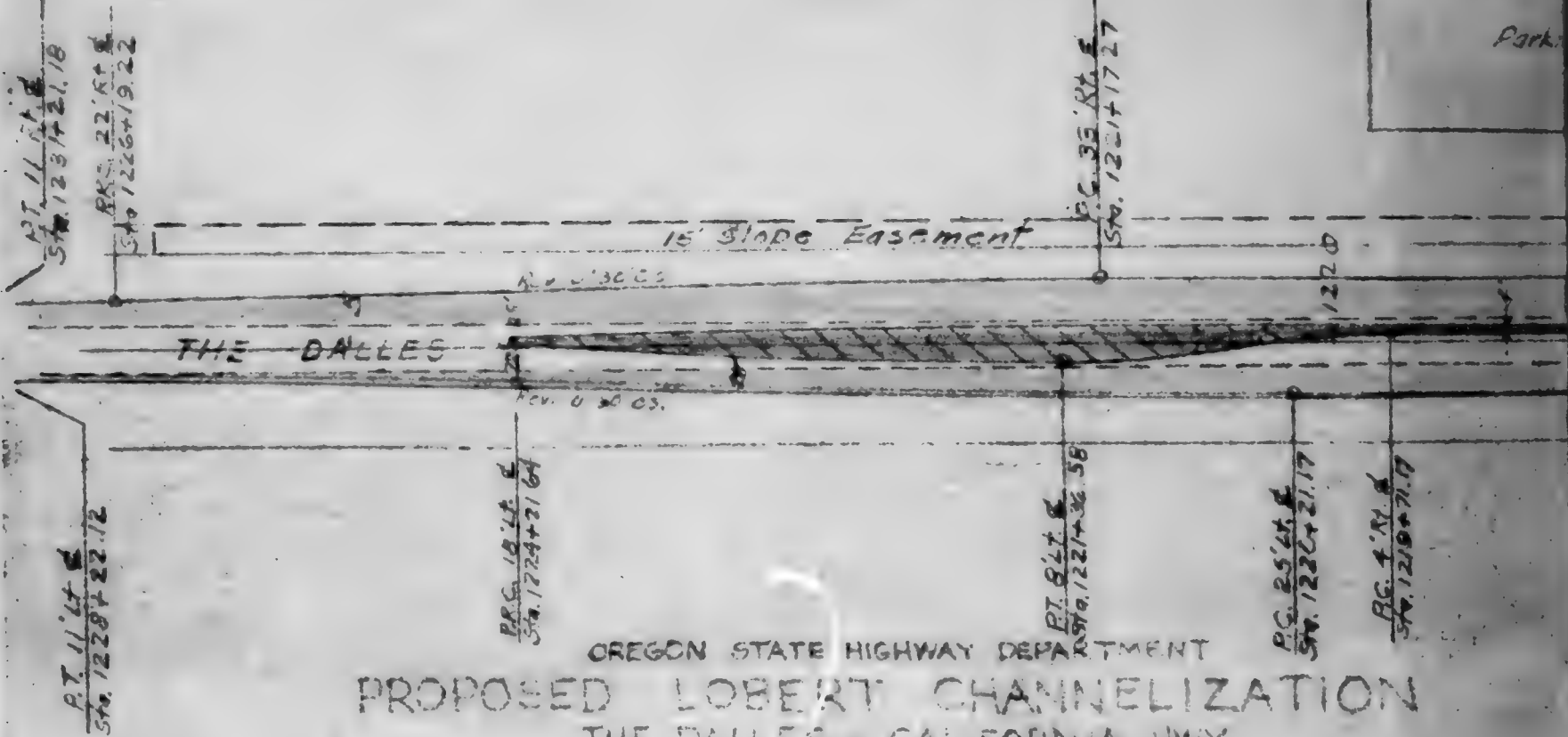
BJG:db

cc: Mr. G. S. Smith
Mr. Irving Pedly

NOTED
FORREST COOPER



NORTH END OF PROJECT



OREGON STATE HIGHWAY DEPARTMENT
PROPOSED LOBERT CHANNELIZATION
THE DALLES - CALIFORNIA HWY
KLAMATH COUNTY
SCALE 1"=100' NOV. 1956

INSULATING BOARD PLANT

OFFICE

20' R/W

Prop. 13

AC. 11.47

PT. 3.14' Lt. 4
Sta. 1214+31.7

2.17+27.1 Lt. 4
Sta. 1213+81.7

4.17+11' Lt. 4
Sta. 1209+31.7

To Klamath Falls

CALIFORNIA HIGHWAY

Prop. 0.205

Sta. 1217+55.50
U.M. 47.5635

PC. 8.14' Lt. 4
Sta. 1216+65.80

PT. 25.14' Lt. 4
Sta. 1215+61.17

REC. 14.3.79' Lt. 4
Sta. 1213+36.17

PRC. 18.14' Lt. 4
Sta. 1211+60.69

PC. 11' Lt. 4
Sta. 1207+60.22

SOUTH END OF PROJECT

Exhibit A

RECEIVED
NOV 21 1956

FOR FILING

18-1072

4917

November 20, 1956

Oregon State Highway Commission

Gentlemen:

With reference to the construction of the insulating board plant to Jones-Kearville Corporation north of Klamath Falls, I advise you of the present status of this matter, as follows:

I attach hereto a copy of a letter received from the Jones-Kearville people under date of November 7, by which letter you will note that they apparently will oppose any cooperation financially toward the construction of the new access. We had furnished to them a plan calling for a traffic interchange of which the estimated cost was approximately \$150,000, advising that if the Corporation would pay 50 per cent our cost recommendation would be made to the Highway Commission that the State participate 50 per cent. The Corporation apparently will have no part of this, and I know of no way that we can force the Corporation to contribute to an interchange unless it is on a voluntary basis.

I have replied to the Jones-Kearville people under date of November 15, a copy of which letter is also enclosed. It now appears that about all we can do at this intersection is to design a reasonably safe channelized intersection at grade, which can be done by one of two methods: one, to provide a left-turn refuge; the other to provide a turnout with crossings at a signal light the same as the access to the International Harvester Company plant at Libbie off of McLoughlin Boulevard.

We will prepare typical plans for each of these alternatives, with cost estimates, and present this matter to you at the next meeting of the Commission, as it will be necessary to make a reply to the Jones-Kearville people at an early date. They have as of now an access at grade, but it, of course, will not be sufficient. According to present laws, any applicant for a new access should pay for the same. In this instance, the matter is somewhat complicated by reason of the Corporation's having purchased an existing access; therefore, any improvement that might be requested by the State Highway Commission will probably be questioned by the company if the company is requested to participate in the costs. Regardless of this, I believe that the Jones-Kearville Corporation should pay at least 50 per cent of the cost for whatever type of access is constructed, even though it be an intersection at grade. A channelized intersection at grade with proper safety features will cost probably not less than \$25,000. This matter will be on the agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. C. H. Nelson

November 15, 1956

AIR MAIL

Johns-Manvills Corporation
Twenty-two East Fortieth Street
New York 16, N. Y.

Attention Mr. George S. Smith

Gentlemen:

This letter is to acknowledge receipt of yours of November 8 having reference to access to your new insulating board plant, located 22 miles north of Klamath Falls, from U. S. Highway 97. This is a matter that must be determined by the State Highway Commission, and I shall see that your letter is brought to the attention of the Commission at its next meeting, which will be held in Portland on December 17 and 18. You will be advised promptly of the action taken by the Commission at that time.

At this time I might clarify our position in this matter to the extent that we are controlled by laws of the State of Oregon. Under existing statutes any new approach roads, et cetera, to the state highway system shall be done at the expense of the applicant. For your information in this respect, I quote sections of Oregon Highway Laws pertaining to the issuance of permits for access roads:

"374.310 Rules and regulations: issuing permits. (1) The State Highway Commission with respect to state highways and sections of state highways which are not access-controlled highways and the county court or board of county commissioners with respect to county roads shall adopt reasonable rules and regulations and may issue permits, not inconsistent with law, for the construction of any approach road, facility, thing or appurtenance upon rights of way.

"(2) Such rules and regulations and such permits may include, but need not be limited to, provisions for construction of culverts under approaches, requirements as to depth of fills over culverts and requirement for drainage facilities and curbs, islands and other facilities for traffic channelization as may be deemed necessary. Any such permit issued may contain such terms and conditions as in the judgment of the granting authority may be in the best interests of the public.

"(3) The powers granted by this section and ORS 374.315 shall not be exercised so as to deny any property adjoining the road or highway reasonable access thereto.

Johns-Manville Corporation - 2

November 15, 1956

"374.315 Construction under permits; maintenance after construction. All construction under the permits issued under ORS 374.310 shall be under the supervision of the granting authority and at the expense of the applicant. After completion of the construction of the particular approach road, facility, thing or appurtenance, they shall be maintained at the expense of the applicant and in accordance with the rules and regulations adopted pursuant to ORS 374.310."

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi

cc Mr. Forrest Cooper
Mr. H. B. Glaisyer

AIRMAIL

JOHNS-MANVILLE CORPORATION

TWENTY-TWO EAST FORTIETH STREET

NEW YORK 16, N.Y.

EXECUTIVE OFFICES

November 8, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention Chief Highway Engineer

Gentlemen:

Re: Approach Road for New Johns-Manville Plant North of Klamath Falls

There seems to be considerable misunderstanding between the Oregon State Highway Department and Johns-Manville concerning the approach road to our new Insulating Board Plant to be located 22 miles north of Klamath Falls east of the highway. This letter is to state our views and request approval for this approach road.

When we were investigating the feasibility of locating a plant in this area, our Engineers investigated many requirements for a plant site, one of which was the approach to the highway. We were told by Mr. Baldok of the Highway Department, through Mr. McCoy of the Oregon Industrial Commission, and by the local representative of the Highway Department that any of the various sites considered could be approached from the highway at grade, provided there was clear vision on the highway for at least 800 or 900 feet both ways from the location of the approach road. We were further informed that this is not a limited access highway. Subsequent to this initial understanding, we were informed through meetings with the Highway Engineers by our representatives and our consulting engineers that the Highway Engineers recommend a grade separation approach and that the cost of this construction would be borne in part by Johns-Manville. We fail to understand why an underpass is necessary at this location, in view of the fact that we have some 24 plants located throughout the United States adjacent to highways that are apparently much more heavily travelled than this highway and in no case has a grade separation been necessary. It seems to us that a simple surface-type diversion with suitable acceleration and deceleration lanes would be entirely adequate. This would be a plan similar to that suggested by the Highway Department in one of their studies, as shown on your sketch entitled "Suggested Lobert 4-Lane Channelization", dated June 1956.

As to the cost of these facilities, we were surprised that the Highway Department would expect us to pay a portion, as this is not in line with our experience at other plant locations.

We would appreciate your comments on this problem, as we are anxious to proceed with construction of our plant roadways.

Please send us several copies of the formal application form with any instructions you might have on filling out and presenting this application.

Sincerely,

George S. Smith

George S. Smith
Director of Engineering

RECEIVED
SEP 24 1956

FOR FILING

18-1078

4989

September 20, 1956

32
Mr. Alexander Boone
Skidmore, Owings & Merrill
1 Montgomery Street
San Francisco 4, California

Dear Sir:

As an outgrowth of the conference in this office on Friday, September 14, with you and Messrs. Haskins and Hobinson, you requested certain additional information with respect to the access treatment to be provided on US97 at Lebert to accommodate your projected new plant installation. If my understanding is correct, additional information and points of clarification desired were as follows:

(1) The general thinking of this office in approaching the problem of intersectional layout type, particularly with regard to the grade intersection versus grade separation to eliminate traffic cross-conflicts on the main highway.

(2) Notwithstanding our negative viewpoint regarding an at-grade intersection, you asked that we prepare and submit a plan to you as an indication of the form such type of treatment might take and the estimated cost thereof.

(3) Your request that we prepare a plan of interchange treatment which will adapt itself to the plant layout. This latter information was not available to us at the time of preparing initial suggested treatment.

In considering any intersectional problem and treatment thereof, there are many factors which require consideration and any exhaustive rundown on our manner of approach would consume several pages of narrative. I will, therefore, endeavor to generalize with basic thinking and be somewhat specific with the problem at hand.

Historically, traffic volumes on our highway system are on the increase, there having been a rather steady annual increase of six per cent per year since the close of World War II. There has likewise been a progressive increase in the speed pattern, and the primary concern to our Department and to others concerned with the provision of street and highway facilities is the increase in

September 20, 1956

the number and severity of accidents. In keeping with such increased tempo, it has been necessary in our engineering treatment to raise our sights correspondingly in the design and treatment of intersectional layout as well as lineal and other components that make up the highway system as a whole. Put rather simply, a design which might have served adequately ten years ago would fall far short of giving adequate service under current conditions and would not approach acceptability by the road user who, I point out once again, is the one who is paying the bill.

In the course of our discussions, mention was made of the apparent inconsistency in our treatment of intersectional situations having apparently similar conditions of traffic volumes, speeds, et cetera. Anyone making a critical survey of our over-all highway system can point to certain intersections where some betterment is sorely needed or where such betterment as has been made falls short of adequately caring for the conditions. We still have examples of this sort that are bothersome; however, may I again say that what might have served ten years ago is inadequate now, and, based on a priority of need, we are endeavoring to bring our highway system and the various components thereof up to standards of design and layout that will more adequately serve present-day traffic demands in terms of both movement and safety. Certainly in the development of any new facilities it is only logical that they be of adequate design that will not compound long-standing situations which we are endeavoring to bring to adequate standards of design as quickly as work can be programmed. Again, I would point out that our general thinking in these matters applies to any traffic situation, whether it involves wholly public way facilities or private service facilities involving our highway system.

In considering an at-grade intersectional treatment in contrast to a separation, it would be oversimplification to catalog the two variant treatments to the extent of saying one or the other is the solution to a particular problem. The many factors prevalent in a particular instance must be weighed in arriving at a final determination. If the factors other than speed are such as to warrant some consideration in the first instance, the speed factor is probably the controlling one in making decisions between grade intersectional treatment and separation.

Channelized at-grade intersectional treatment will operate with some success in urban and suburban areas where the speeds are low (40 miles per hour or under); however, in outlying, high-speed, rural highway sections, with speeds in the 60-70 mile-per-hour range, accident potentialities and severity thereof increase materially with any at-grade intersectional layout. Such fact is not conjecture but is borne out by actual accident experience. Thinking of the matter of cost, it very often develops that the cost of an adequate at-grade channelization and illumination approaches the cost incident to grade-separation treatment so as to favor the latter, considering the relatively greater benefits that will be derived in freedom of movement and accident potential. (See left-turn refuge plan as per Item 2 and cost thereof.)

Mr. Alexander Booms -)

September 20, 1956

Turning to the specific problem of access to the projected plant at Isbert, the location can be definitely catalogued as an outlying, rural, high-speed highway section and any treatment other than a grade-separation interchange which would eliminate cross-movement conflicts on the highway would not serve adequately. Conversely, any form of grade intersection, channelized or otherwise, would result in hazardous, high-accident potentialities for which our Department would be criticized - and justly so - should such treatment be allowed.

Turning to Item 2, we are enclosing a plan of channelization, incorporating a left-turn refuge, with cost estimate therefor. You will note that no attempt has been made to adapt the plan to the plant layout, and I wish to point out again that this plan is submitted purely to give you an indication of the design features of such treatment and the estimated cost thereof and likewise does it constitute our recommendation for treatment at the subject location.

Turning to Item 3, we are proceeding with the preparation of a plan of treatment incorporating grade separation adapted to the plant layout. As soon as we have this plan completed, we will transmit copies to you.

I wish again to assure you of our sincere desire to work with you in the development of a plan of treatment which will be mutually agreeable.

Very truly yours,

M. C. Williams
State Highway Engineer

Encl.

cc	Mr. D. J. Lewis	)	Skidmore, Owings & Merrill
	Mr. A. F. Robinson	)	San Francisco
	Mr. E. T. Hawkins	-	Johns Manville Corporation, General Plant Engineering Dept. Box 159, Manville, New Jersey
	Mr. Forrest Cooper		
	Mr. G. S. Paxson		
	Mr. F. E. Grandall		

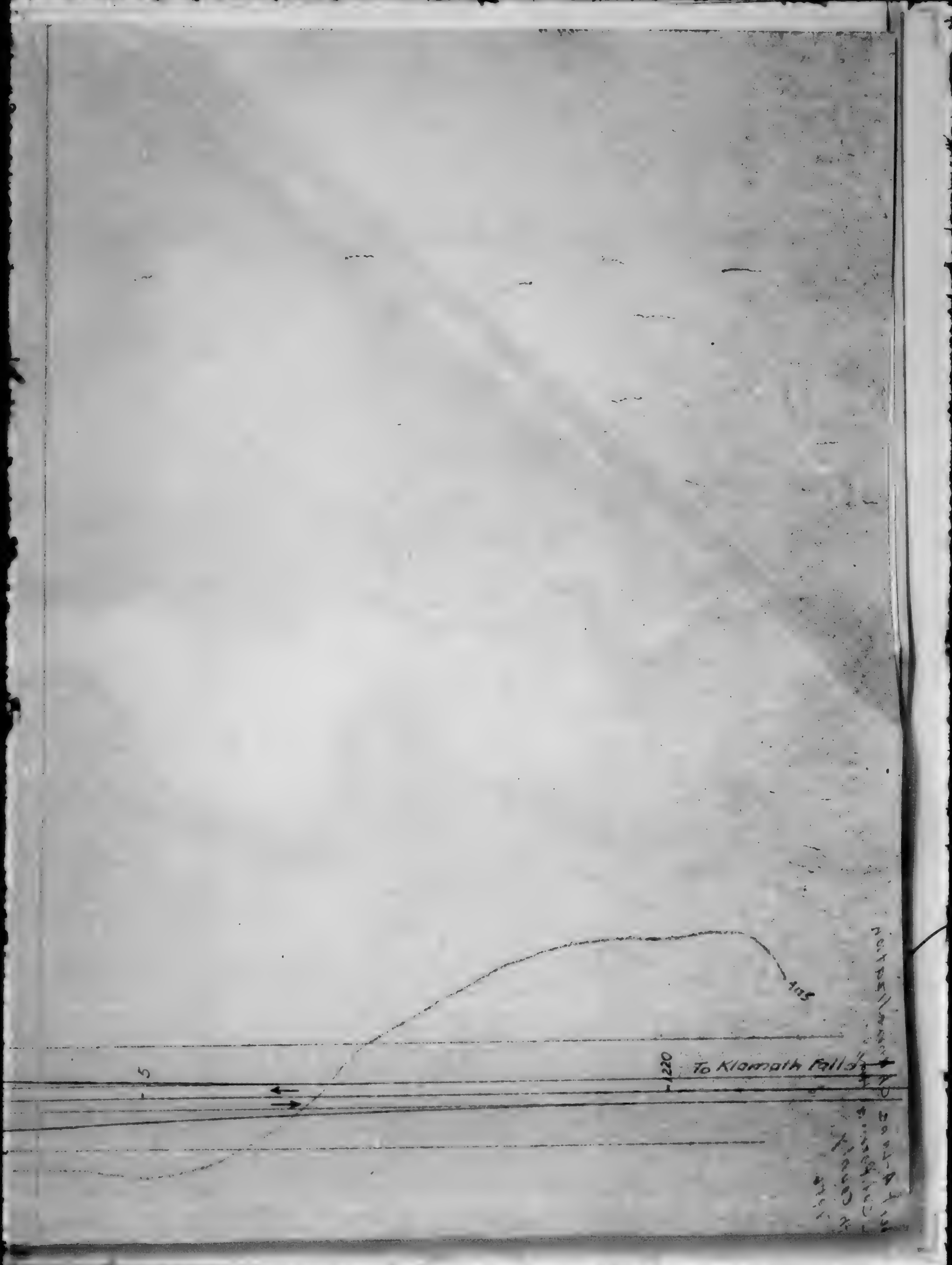
FBC:njs fn

1020
1021
1022
1023
1024
1025
1026
1027
1028
1029
1030
1031
1032
1033
1034
1035
1036
1037
1038
1039
1040
1041
1042
1043
1044
1045
1046
1047
1048
1049
1050
1051
1052
1053
1054
1055
1056
1057
1058
1059
1060
1061
1062
1063
1064
1065
1066
1067
1068
1069
1070
1071
1072
1073
1074
1075
1076
1077
1078
1079
1080
1081
1082
1083
1084
1085
1086
1087
1088
1089
1090
1091
1092
1093
1094
1095
1096
1097
1098
1099
1100









20.10.11
To Klamath Falls
105
1220
5

OREGON STATE HIGHWAY DEPARTMENT
SUGGESTED LOBERT 4-LANE CHANNELIZATION
THE DALLES - CALIFORNIA HWY.
KLAMATH COUNTY
SCALE 1"=100' JUNE 1956

1910

Southern Pacific Railroad

LOBERT SIDING

STATION

Grade & Pave \$77,000
Lighting 5,000
Total \$82,000

21

28

1000

RECEIVED
SEP 17 1956

FOR FILING

18-1078

4989

Salem, Oregon
September 13, 1956

Conference held between
Johns-Manville Company, Mr. Crandall
and Mr. Cooper, re their plant site
at Lobert.

33
Mr. W. C. Williams
State Highway Engineer
OFFICE

On this date a meeting was held with Mr. E. T. Hawkins, General Plant Manager, Johns-Manville Company, Manville, New Jersey; Mr. A. Boesche and Mr. A. F. Robinson, Architect Engineers, Skidmore, Oving & Merrill, San Francisco, California, representing the Johns-Manville Company, who are constructing a plant at Lobert north of Klamath Falls. The State Highway Commission was represented by Mr. F. B. Crandall and myself.

The subject under discussion was the construction of a traffic interchange for providing a safe entrance to their plant site. The State had previously drawn up two or three tentative designs, which had to be discarded, in the light of information we received from the Johns-Manville Company. (Their plant was quite close to the road which did not allow room for the designs that we had set up.)

The Johns-Manville people were obviously jarred by the amount of money involved and asked the usual exploratory questions leading to the possibility of a cooperative agreement covering the construction.

Nothing definite was established. The matter at present is in this status. The department will make additional designs and estimates. The engineers for Johns-Manville will also study the matter with a further meeting scheduled for sometime during the week of September 17. It is my opinion that they will probably propose some sort of a compromise on the cost of the interchange.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. F. B. Crandall
Mr. Tom Edwards

RECEIVED
JUL 26 1956

FOR FILING

18-1678
1979

July 25, 1956

33

Robert

Mr. B. J. Lewis
Skidmore, Owings & Merrill
1 Montgomery Street
San Francisco 4, California

Dear Sir:

Previous correspondence concerning access to the proposed insulating board plant near Lebert on US97 north of Klamath Falls indicated that, due to the magnitude of traffic that would be created at this point, a traffic interchange would seem appropriate. In your letter of May 23 you advised that you would appreciate our furnishing you a recommended design for such an interchange, this being without any commitment as to your client's building such an interchange.

I attach hereto a map indicating about as economic a design as can be provided for a complete traffic interchange at the proposed location of the hard-board plant. The estimated cost, as indicated on the map, is \$153,000.

We shall appreciate your further advice in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCV:ms

Encl.

cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. F. B. Crandall

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 5, 1956

SUBJECT:

Access Road
 Projected Insulating Board Plant
 US97 at Lobert
 North of Klamath Falls
 GSP 33

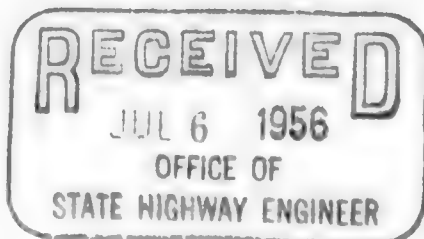
To: G. S. Paxson
 Assistant State Highway Engineer
 Office

On the above indicated assignment I have in accord with your instructions conferred with Mr. Barbee looking to development of intersectional-access treatment at the above location. We initially, and in line with Mr. Baldock's letter of May 4, last, prepared a plan for an interchange, however, cost estimated for such ran to some \$200,000 and in our discussion of such treatment I believe we are in accord in thinking that such would not be a likely proposition either from the standpoint of cost or appropriateness in the light of traffic volumes involved. Thinking particularly of the fact that on US97 our design specifications may call for partially controlled access, but not complete freeway, interchange treatment would appear to be somewhat of an over-design in the light of other important public way intersections or highways wherein we would probably restrict our thinking to some form of at-grade channelization.

Following through on the above in our verbal discussion, Mr. Barbee has prepared, and I submit herewith, an at-grade channelization proposition which is pretty much the standard left-turn refuge layout for T-type intersections providing two lanes for through highway movement. Traffic volume wise, we are running around 2500 ADT on our highways, and it appears from correspondence on the matter that traffic to and from the projected Mill might run in the neighborhood of 400 to 500 vehicles per day. The estimated cost on this layout is: \$17,000 for grading and paving, \$5,000 for lighting, for a total of \$22,000.

Mr. Barbee also worked up a cost estimate for the same basic type of left-turn channelization but providing four lanes for through highway traffic through the intersection. The estimate on such alternative, inclusive of grading, paving and lighting, amounts to \$82,000.

I personally believe that the \$22,000 proposition is ^{about} as strong as we should go -- the development of four lanes could be done as a separate unit of work at a later period if such need should develop.



F. E. Grandall
 F. E. Grandall
 Traffic Engineer

FBC:njs

cc: D. J. Barbee
 Attachment

SKIDMORE, OWINGS & MERRILL

Architects

1 MONTGOMERY STREET, SAN FRANCISCO 4, CALIFORNIA

LOUIS SKIDMORE, F. A. I. A., CONSULTANT

NATHANIEL A. OWINGS, F. A. I. A.
JOHN O. MERRILL, F. A. I. A., P. E.
WILLIAM S. BROWN, A. I. A.
GORDON BUNSHAFT, A. I. A.
ROBERT W. CUTLER, A. I. A.
J. WALTER SEVERINGHAUS, A. I. A.
JOHN B. RODGERS, A. I. A.
WILLIAM E. HARTMANN, A. I. A.
ELLIOTT BROWN, A. I. A.
JAMES HAMMOND, A. I. A.
EDWARD MATHEWS, A. I. A.
WALTER A. NETSCH, JR., A. I. A.

May 23, 1956

WILLIAM E. DUNLAP, A. I. A.

ALEXANDER DOOME, P. E.
WILLARD N. LOWRY, E. A.
ALAN S. ROBINSON, A. I. A.
WILLIAM J. WATSON, A. I. A.

NOTED
W. C. WILLIAMS

Mr. R. M. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Re: New Plant at Klamath Falls

Dear Sir:

We thank you for your letter of May 4, 1956, in which you suggest that we make plans for a traffic interchange separating cross traffic at grade at the entrance to the proposed plant.

Without, at this time, committing our client to plan for such an interchange, we should be grateful if you would send us a plan of your recommended design for such a traffic-separated interchange in order that we may study the problems involved.

Yours very truly,

SKIDMORE, OWINGS & MERRILL

By

B. J. Lewis
B. J. Lewis
Civil Engineering Dept.

BJL:dm

RECEIVED
MAY 23 1956

TRAFFIC ENGINEER

575 MADISON AVENUE, NEW YORK 22, NEW YORK

100 WEST MONROE STREET, CHICAGO 3, ILLINOIS

RECEIVED
MAY 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1956

FOR FILING

15-1078
4989

May 4, 1956

Mr. B. J. Lewis
Skidmore, Owings & Merrill
1 Montgomery Street
San Francisco 4, California

Dear Sir:

Reference is to your letter of May 1 concerning your client's plan for an insulating board plant to be constructed adjacent to US97 north of Klamath Falls and asking as to highway design requirements for access to such a plant.

We note in your letter that you anticipate as many as 150 workers arriving for each particular shift, which, we assume, would mean an equal number leaving. Also, you advise that heavy logging trucks will travel to this plant, arriving from both north and south on the highway.

Under such conditions, considering the magnitude of the plant, it would seem appropriate that you make plans for a traffic interchange separating cross traffic at grade at the access point in order to not only decrease the hazard on the highway but to decrease the hazard to the plant workers and logging truck operators as well.

If you are in agreement as to the desirability of constructing such a traffic-separated interchange, we will be most pleased to submit to you a recommended design. We shall await your further advice.

Very truly yours,

R. M. Paldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. Dean Swift

MCW:me fn

SKIDMORE, OWINGS & MERRILL
Architects

1 MONTGOMERY STREET, SAN FRANCISCO 4, CALIFORNIA

LOUIS SKIDMORE, F. A. I. A., CONSULTANT

NATHANIEL A. OWINGS, F. A. I. A.
JOHN O. MERRILL, F. A. I. A., P. E.
WILLIAM S. BROWN, A. I. A.
GORDON BUNSHAFT, A. I. A.
ROBERT W. CUTLER, A. I. A.
J. WALTER SEVERINGHAUS, A. I. A.
JOHN B. RODGERS, A. I. A.
WILLIAM E. HARTMANN, A. I. A.
ELLIOTT BROWN, A. I. A.
JAMES HAMMOND, A. I. A.
EDWARD MATHEWS, A. I. A.
WALTER A. NETSCH, JR., A. I. A.

May 1, 1956

WILLIAM E. DUNLAP, A. I. A.

ALEXANDER BOOME, P. E.
WILLARD H. LOWRY, R. A.
ALAN S. ROBINSON, A. I. A.
WILLIAM J. WATSON, A. I. A.

Chief Engineer
State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Re: State Highway Design Standards
New Plant at Klamath Falls

Dear Sir:

Our firm has been retained as Architect-Engineer for a proposed new insulating board plant to be constructed adjacent to Oregon Highway No. 97, north of Klamath Falls. Inasmuch as this plant will generate new traffic along this portion of the highway, particularly at the beginning and end of shifts, we wish to ascertain certain Oregon highway design requirements in order that these conditions may be complied with from the outset of our design.

We further expect that heavy logging trucks will travel to this plant, possibly arriving from both the north and the south.

We should be obliged if you could inform us of the required width of turnoff road if as many as 150 workers are likely to arrive for any particular shift. The problem may be more serious at the end of a shift when there will be a mass migration of automobiles, some undoubtedly having to cross one traffic lane in order to proceed in the other direction. We should appreciate information regarding the radius of any curves provided and whether or not the State will feel it desirable for deceleration lanes to be constructed, particularly for use by the logging trucks.

Could you also provide us with the State design standards for first and second class highways. Our client wishes to have

SKIDMORE, OWINGS & MERRILL

Architects

1 MONTGOMERY STREET, SAN FRANCISCO 4, CALIFORNIA

LOUIS SKIDMORE, F. A. I. A., CONSULTANT

NATHANIEL A. OWINGS, F. A. I. A.

JOHN O. MERRILL, F. A. I. A., P. E.

WILLIAM S. BROWN, A. I. A.

GORDON BUNSHAFT, A. I. A.

ROBERT W. CUTLER, A. I. A.

J. WALTER SEVERINGHAUS, A. I. A.

JOHN B. RODGERS, A. I. A.

WILLIAM E. HARTMANN, A. I. A.

ELLIOTT BROWN, A. I. A.

JAMES HAMMOND, A. I. A.

EDWARD MATHEWS, A. I. A.

WALTER A. NETSCH, JR., A. I. A.

May 1, 1956

WILLIAM E. DUNLAP, A. I. A.

ALEXANDER DOOME, P. E.

WILLARD H. LOWRY, E. A.

ALAN S. ROBINSON, A. I. A.

WILLIAM J. WATSON, A. I. A.

Chief Engineer
State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Re: State Highway Design Standards
New Plant at Klamath Falls

Dear Sir:

Our firm has been retained as Architect-Engineer for a proposed new insulating board plant to be constructed adjacent to Oregon Highway No. 97, north of Klamath Falls. Inasmuch as this plant will generate new traffic along this portion of the highway, particularly at the beginning and end of shifts, we wish to ascertain certain Oregon highway design requirements in order that these conditions may be complied with from the outset of our design.

We further expect that heavy logging trucks will travel to this plant, possibly arriving from both the north and the south.

We should be obliged if you could inform us of the required width of turnoff road if as many as 150 workers are likely to arrive for any particular shift. The problem may be more serious at the end of a shift when there will be a mass migration of automobiles, some undoubtedly having to cross one traffic lane in order to proceed in the other direction. We should appreciate information regarding the radius of any curves provided and whether or not the State will feel it desirable for deceleration lanes to be constructed, particularly for use by the logging trucks.

Could you also provide us with the State design standards for first and second class highways. Our client wishes to have

Chief Engineer
State Highway Comm.

-2-

May 1, 1956

certain of the roads within the plant meet these standards.

If there is any further information we can give you to facilitate your reply, we shall be most happy to answer your queries.

Yours very truly,

SKIDMORE, OWINGS & MERRILL

By


B. J. Lewis

BJL:dw



QRA
1870
2-5-51

US-31(6) S. 6th St. (Klamath Falls) 1957
#4990 R.R. O'Xing Roadside Improve-
ment Proj.

C817
1967
5-14-58

RECEIVED
MAY 21 1958

FOR FILING
44-31(6)
4490

May 21, 1958

Mr. Frank A. Blackmer
City Recorder
City Hall
Klamath Falls, Oregon

Dear Sir:

In checking our agreements we note that the agreement mailed to you May 14, between the State Highway Commission and the City of Klamath Falls in which the city agrees to furnish the water for irrigation of the landscaped area of the South 6th Street Overcrossing project, was dated April 21, 1957. Would you please correct your agreement to read April 21, 1958. Thank you.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

RECEIVED
MAY 21 1958

FOR FILING

118-31(6)

1

4490

MISC. CONTRACTS and
AGREEMENTS No. 1967

Salem, Oregon
May 14, 1958

Special Agreement
City of Klamath Falls.

Mr. C. C. Swenson
City & County Relations Dept. Engr.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with
the City of Klamath Falls in which the city agrees to furnish
the water for irrigation of the landscaped area of the South
6th Street Overcrossing project.

A fully executed copy of the above agreement has been
retained in this office for the Commission's files and one fully
executed copy has been sent to the City of Klamath Falls.

Secretary

rn
Attach: 1

RECEIVED
DEC 31 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
DEC 30 1957

filed

(CONTRACT NO.) Ud-31(6)

(EST. NO.)

(CONTRACTOR)

1990 4490

(VOUCHER NO.)

5 Final

(WARRANT NO.)

Knight Peary

(AMOUNT)

(DATE)

29247

11200590

\$971.89

12/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchester
ACCOUNTING DIVISION

Specified completion Date: **100 workdays from 7-15-57**

Time Extensions: **None**

Completion Date: **11-7-57**

Date Accepted: **12-5-57**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-30-57**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: **DEC 30 1957**

G. P. U.

NOTED ON CARD

mm

RECEIVED
DEC 31 1957
FOR FILING

4995

00-35

December 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project US-31(6) - South Sixth
Street (Klamath Falls) Railroad Over-
crossing, Klamath Falls-Lakeview High-
way - Order for State Force Work dated
August 13, 1957 - Furnishing water

Dear Sir:

Reference is made to your letters dated August 23, 1957 and
October 2, 1957 relative to the subject order.

We are approving the use of State force as being in the
public interest in this case for the following reasons:

1. The State will benefit from fluctuating water rates,
based on consumption.
2. State will be billed for metered water service at no
premium price.
3. A saving of the overhead charge.

The estimated cost is \$300.00 with Federal participation
amounting to \$185.79 instead of the \$186.00 shown in the order.

Very truly yours,

C. G. FOLE
Division Engineer

Encl.

Original to SNP

RECEIVED
JAN 5 - 1958

Southern Pacific Company

DUNSMUIR, CALIFORNIA

IN REPLY PLEASE REFER TO

FOR FILING

A. W. KILBORN
SUPERINTENDENT

December 23, 1957

312-Klamath
Falls

US 31(6)
4990

RAILROAD COMPANIES
FILE No. 487

RECEIVED
DEC 27 1957
OFFICE OF DIRECTOR OF PERMITS
OREGON STATE
HIGHWAY COMMISSION

Mr. F. W. Farrar
Asst. Director of Permits
State of Oregon
Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter dated December 16, regarding execution of agreement between Southern Pacific Company and State of Oregon to cover maintenance of two pipe line crossings under railroad property and tracks at Klamath Falls for watering landscape plantings adjacent to Sixth Street.

Attached for retention by your agency is fully executed counterpart of agreement dated December 6, 1957, covering pipe lines at location illustrated by Drawing L-2418 attached thereto.

Yours truly,

AW Kilborn
wfk

Attach.

NOTED
H. B. GLAISYFF

*giving
to file
Farrar
L-2418
488*

RECEIVED
DEC 17 1957

FOR FILING

Dec. 17, 1957

CERTIFIED MAIL

Fidelity & Deposit Co.
Robert B. Cuming, Mgr.
900 Failing Bldg.
Portland, Oregon

Gentlemen:

State Highway Contract No. 4990 for roadside improvement on the S. Sixth St. (Klamath Falls) R. R. O'King Section of the Klamath Falls-Lakeview Highway in Klamath County was completed by the contractor, Knight Pearcy, on Nov. 7, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of \$971.89 will be released to the contractor on or after Dec. 27, 1957. The total contract amount is \$32,396.43, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Fidelity & Deposit Co.
Baltimore 3
Maryland

NOTED ON CARD
lms

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

112-31-51
 1790

Section <u>South Sixth Street (Klamath Falls) RR</u>		For Week Ending <u>November 9</u> , 19 <u>57</u>
Kind of work <u>Roadside Improvement</u>		
Highway <u>Lakeview</u> County <u>Klamath</u>	Section prefix <u>18-1079</u>	
Contractor <u>Knight Percy</u>	Contract number <u>4990</u>	
Date of contract <u>June 27</u> , 19 <u>57</u>	Specified work days <u>100</u>	
Date work started <u>July 19</u> , 19 <u>57</u>	Work days used <u>79</u>	
Project authorization <u>\$37,572.08</u>	Per cent of time elapsed <u>79</u> %	
Exclusive of engineering <u>\$34,900.28</u>		
Estimated cost of completed project, exclusive of engineering	<u>\$34,900.28</u>	
Estimated per cent overrun or underrun		%
Per cent of contract completed, based on total contract price	<u>100</u>	%
Engineering authorization <u>\$2,671.80</u>		
Engineering cost to date <u>\$501.50</u> , <u>18.77</u> %	Date project was completed <u>November 7</u> , 19 <u>57</u>	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Thursday of this week the painting of areas on guard rail which were
 chipped and scratched during the placing of sawdust mulch was completed.
 Project Complete.

CONSTRUCTION DIVISION
RECEIVED

NOV 12 1957

NOTED- ☒ ☒ ☒ ☒ ☒
 CE ACE ACE COE

Noted
 M. N. JUVB

Signed W. Reid Meritt
 W. Reid Meritt, Resident Engineer
 Address P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	Shrubs Trees Landscaping		Cr. & Gr.	Water Pipe	Sprinkler Sys.	
	~~ESTIMATED~~	~~ACTUAL~~	~~ESTIMATED~~	~~ACTUAL~~	~~ESTIMATED~~	~~ACTUAL~~
Acres of Lawn		2.50 Acres				
Miles in project		0.42 miles				
Miles partially completed						
Miles completed						
Total estimated quantities (contract)	2300	25	2.50 Acres	80 cu.yds.	12000 ft.	2 500
Total quantities corrected to date	2305	23	2.02 Acres	88 cu.yds.	11,892 ft.	2 500
Estimated quantities moved or placed to date	2305	23	2.02 Acres	88 cu.yds.	11,892 ft.	2 500
Average daily quantities						
Average daily quantities necessary to complete project on time						
Number shifts per day						
Hours per shift						
Average force on project for week						

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
NOV 3 1957

FOR FILING

71-101
4990

November 7, 1957

Oregon State Highway Commission

Gentlemen:

At the December meeting, Mr. Glazier will present for your acceptance the permit issued by the Southern Pacific Company, which is in the form of an agreement granting us permission to install a one-inch pipe and a two-inch pipe to convey water under the Southern Pacific railroad track "H", for the purpose of irrigating the landscape project being constructed under contract as a part of the South Sixth Street Project in Klamath Falls.

This agreement has been approved as to form by our Counsel and is hereby recommended for your acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. W. W. Stiffler

WS:er fn

REFERRED 11-4-57
TO McNamee
FOR LEONARD I. LINDAS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 31, 1957

SUBJECT: Permit for Water Pipe under
Railroad Track, South Sixth
Street-Klamath Falls ProjectTo: Leonard I. Lindas
Chief Counsel

OFFICE

On the afternoon of October 30th, I received the attached permits along with Mr. Stiffler's letter to you dated October 29th.

As per your request, I have reviewed the agreement and have the following comments to make:

1. In the heading of the agreement, it states that it is between the Southern Pacific Company and the State of Oregon. I believe that following the word "State of Oregon", there should be typed "by and through the Oregon State Highway Commission".

2. Paragraph 8 of the agreement provides that if the work to be done is let to a contractor that the contractor, before commencing such work, shall enter into an agreement with the railroad, satisfactory to the railroad, in order to indemnify the railroad against all claims, demands, damages, liability, etc., and that the contractor shall furnish a good and sufficient bond in the amount as specified by the railroad. They do not provide in the paragraph what the amount of the bond will be and it is foreseeable that if a contractor were to take on such an obligation, it might affect his bid as it is my understanding that the railroads in the past have wanted bonds of sufficient amount to reimburse them for the total loss of a train.

3. Paragraph 11 provides that either party can terminate the lease by giving six months notice and I assume that this is satisfactory with the engineers.

4. With respect to paragraph 13, I am frank to say that I do not clearly understand its scope and ramifications. To the best of my knowledge, it apparently provides that if any lawful taxing body increases the tax rates on the railroad property by reason of our improvement, that we will reimburse the railroad in the amount of such

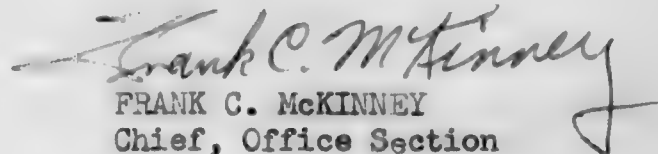
NOTED
W. W. STIFFLER

Leonard I. Lindas
October 31, 1957
Page 2

increase.

After examining the agreement, however, I called Mr. M. H. Astrup and he informs me that the installation of the water pipes involved has been completed and the contract accepted. He further informed me that the pipes are placed in casings so that in the event of any leaks, the pipes can be pulled out and replaced with a minimum of labor and such replacement would undoubtedly be completed by our maintenance department rather than a private contractor.

Since the job has been completed without first obtaining the formality of permit, it would appear, therefore, that it would be safe for the Commission to sign the proposed lease providing the State Highway Commission is properly placed on the document, as mentioned in paragraph 1 above and space be provided for their proper execution of the document on page 2.


FRANK C. McKINNEY
Chief, Office Section

FCM:mmmb
cc: M. H. Astrup
F. W. Farrar

Southern Pacific Company

DUNSMUIR, CALIFORNIA

IN REPLY PLEASE REFER TO

J. W. KILBORN
SUPERINTENDENT

October 24, 1957

312-Klamath Falls

Mr. F. W. Farrar
Asst. Director of Permits
State of Oregon Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter dated September 13, regarding your application for permit to cover two underground water pipe line crossings under railroad property and tracks at Klamath Falls near the South Sixth Street Overpass.

Attached for your review are duplicate counterparts of proposed agreement between Southern Pacific Company and State of Oregon to cover the two pipe lines at Klamath Falls at location illustrated by Drawing L-2418 attached thereto.

If satisfactory please have both copies executed on behalf of your agency thereafter returning both copies to this office for further execution by railroad after which a fully executed counterpart will be returned for your retention.

Yours truly, ,

J. W. Kilborn
Supt.

Attach.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Med, Oregon

July 26, 1957

SUBJECT: South Sixth Street (Klamath Falls) Railroad Overcrossing

To:

**Mr. R. B. Sipprall
Director of Permits
State Highway Department
Salem, Oregon**

In placing water lines for our landscaping contract at the approach to the South Sixth Street Viaduct at Klamath Falls, it was necessary to go under a spur track of the Southern Pacific Railroad with two of our lines. We were informed by the Railroad people that a permit would be necessary. In checking with the Railroad Officials in Klamath Falls we find that they have no regular form for permits of this nature. Verbal permission was obtained and the pipes were installed to railroad specifications and under the direction of a railroad inspector.

I am passing on to you a sketch showing the location of the two pipe lines, together with a letter from our Resident Engineer with all the pertinent data he could gather regarding the Railroad.

**DEAN SWIFT
Division Engineer**

**DS:me
Encls.**

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon

July 22, 1957

SUBJECT: So. 6th. St. (K.Falls) RR Crossing
Permit for water pipe under
Railroad Track.

To: Mr. Dean Swift
Division Engineer
Bend, Oregon

Enclosed herewith is sketch showing water pipe lines for underground irrigation system which require permit from Southern Pacific Company for installation under their railroad track within the limits of The South Sixth Street (Klamath Falls) Railroad Overcrossing Project. This track is referred to as relocated track "M" on print of Railroads, Shasta Division Drawing A.G.M. 9447, Sheet 10 F, Revised 12-21-55 and as "F" line on bridge plans. The pipe to be installed at Station "F" 1 + 18 is a part of the Overcrossing Contract No. 4615 and the one at approximate Station "F" 4 + 00 is a part of the Roadside Improvement Contract No. 4990. Agreement for these installations were apparently overlooked in right of way agreements.

These installations have been discussed with the railroad inspector on the job, who has called the matter to the attention of Mr. A. W. Kilborn, Supt., of Southern Pacific Company in Dunsmuir, California.

H. Reid Meritt

H. Reid Meritt,
Resident Engineer

Monthly Transaction No. 10-80	For 1-2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 6	FEDERAL-AID PROJECT AGREEMENT 10-14-57		County Klamath Project No. US-31(6)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
South 6th Street between Commercial St. and Owens St. in Klamath Falls (SH-20).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/12/57	0.4
Other (Specify)		

FUNDS

Estimated total cost of project
\$ 35,391.84

Federal funds
\$ 21,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By *Charles Rymond*
Chairman, State Highway Commission
(title)

By *[Signature]*
Member, State Highway Commission
(title)

By *[Signature]*
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *C. H. Polk*
Division Engineer

Date executed by
Division Engineer **October 14, 1957**

RECOMMENDED FOR APPROVAL

[Signature]

STATE HIGHWAY ENGINEER

USComm-DC 11169

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*S. Sixth Street (H. 101st) - Klamath Overpassing Section
Klamath Falls - LaRueview Highway
Klamath County*

NATURE OF WORK:

Roadside Improvement

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4990 4990 Knight Percy 6-27-57

DATE OF COMPLETION: 100 Workdays from 7-15-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. U3-31(6)

NORTH NINTH STREET (KLAMATH FALLS) - RAILROAD OVERCROSSING SECTION
OF THE KLAMATH FALLS-LANCASTER HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Type Code X005

Railroad Improvement (No. 26-75 to No. 43-75) (Contract 4990)

1/2-inch Galvanized Steel Pipe	1,160 lin. ft.	\$ 0.49	\$ 568.40
3/4-inch Galvanized Steel Pipe	3,000 lin. ft.	0.59	1,770.00
1-inch Galvanized Steel Pipe	2,200 lin. ft.	0.68	1,496.00
1 1/2-inch Galvanized Steel Pipe	2,160 lin. ft.	0.80	1,728.00
1 1/2-inch Galvanized Steel Pipe	1,520 lin. ft.	0.95	1,444.00
2-inch Galvanized Steel Pipe	1,570 lin. ft.	1.35	2,119.50
2 1/2-inch Galvanized Steel Pipe	450 lin. ft.	2.30	1,035.00
2-inch Gate Valves	1 only	25.00	25.00
1 1/2-inch Automatic Section Control Valves	3 only	70.00	210.00
2-inch Automatic Section Control Valves	19 only	80.00	1,520.00
3/4-inch Quick-Coupling Hose Valves	6 only	15.00	90.00
1/2-inch Drain Valves	30 only	15.00	450.00
Pop-up Sprinkler Heads Non-revolving	300 only	5.00	1,500.00
Rubbery Sprinkler Heads	200 only	2.00	400.00
6-Section, Automatic Sprinkler Controller	1 only	950.00	950.00
16 Section, Automatic Sprinkler Controller	1 only	1,300.00	1,300.00
Furnishing and Planting Trees	25 only	4.50	112.50
Furnishing and Planting Shrubs	2,300 only	3.25	7,475.00
Lean Construction	2.5 acres	1,150.00	2,875.00
Grass Seed, Highland Bentgrass	110 lbs.	0.80	88.00
Grass Seed, Creeping Red Paspalum	160 lbs.	0.85	136.00
Grass Seed, Kentucky Bluegrass	270 lbs.	1.15	310.50
Fertilizer, Nitrate	36 cu. yds.	10.00	360.00
Inorganic Fertilizer, 10-6-4	30 cu. yds.	5.05	151.50
Backfill	130 units	22.00	2,860.00
Preparation of Slopes under Structure	All Required		300.00
3/4" - 0 Crushed Material	80 cu. yds.	11.25	900.00
Subtotal			\$32,174.40
10% Engr. & Cont.			3,217.44
Total			\$35,391.84

Length of Project 0.417 miles
Cost of Project per Mile \$84,872.51

Federal Funds \$21,900.00
State Funds 13,491.84
\$35,391.84

State Funds for Construction: Chapter 175, Law 1917; Chapter 31, Law 1920;
Chapter 529, Law 1939.

State Funds for Maintenance: Chapter 529, Law 1939.

Oregon State Highway Department

Federal Aid
Project No. OS-31(6)

SOUTH SIXTH STREET (KLAMATH FALLS)-RAILROAD OVERCROSSING SECTION
OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon June 6, 1957

Type Code X005

Roadside Improvement (Sta. 26+75 to Sta. 48+75)

1/2-inch Galvanized Steel Pipe	1,160 lin.ft.	\$.60	\$ 696.00
3/4-inch Galvanized Steel Pipe	3,000 lin.ft.	.70	2,100.00
1-inch Galvanized Steel Pipe	4,200 lin.ft.	.86	1,892.00
1 1/2-inch Galvanized Steel Pipe	2,160 lin.ft.	.96	2,073.60
1 1/2-inch Galvanized Steel Pipe	1,520 lin.ft.	1.00	1,520.00
2-inch Galvanized Steel Pipe	1,570 lin.ft.	1.23	1,931.10
2 1/2-inch Galvanized Steel Pipe	450 lin.ft.	1.50	675.00
2-inch Gate Valves	1 only	15.00	15.00
1 1/2-inch Automatic Section Control Valve	3 only	70.00	210.00
2-inch Automatic Section Control Valve	19 only	80.00	1,520.00
3/4-inch Quick-Coupling Hose Valves	6 only	10.00	60.00
1/2-inch Drain Valves	30 only	10.00	300.00
Pop-up Sprinkler Heads, Non-Revolving	300 only	5.00	1,500.00
Shrubbery Sprinkler Heads	200 only	2.20	440.00
6 Section, Automatic Sprinkler Controller	1 only	2,000.00	2,000.00
16 Section, Automatic Sprinkler Controller	1 only	2,250.00	2,250.00
Furnishing and Planting Trees	25 only	5.50	137.50
Furnishing and Planting Shrubs	2,300 only	3.00	6,900.00
Lawn Construction	2.5 acres	1,300.00	3,250.00
Grass Seed, Highland Bentgrass	110 lbs.	.86	94.60
Grass Seed, Creeping Red Fescue	160 lbs.	.61	97.60
Grass Seed, Kentucky Bluegrass	270 lbs.	1.00	270.00
Fertiliser, Manure	36 cu.yds.	4.00	144.00
Inorganic Fertiliser, 10-6-4	30 Cwt.	4.50	135.00
Sandust	130 units	14.00	1,820.00
Preparation of Slopes Under Structure	All required		400.00
3/4"-0 Crushed Material	80 cu.yd.	8.50	680.00

Subtotal \$33,111.40

10% Ingr. & Cont. 3,311.14

Total \$36,422.54

Length of Project. 0.417 miles

Cost of Project Per Mile \$87,344.22

Federal Funds. \$22,500.00

State Funds. 13,922.54

\$36,422.54

RECEIVED
OCT 14 1957

FOR FILING

FORM E-30X-60M-11-55-90878

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 11, 1957

SUBJECT:

To: Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

The sub-contract between Knight Percy and Willamette Irrigation Co. covering items two through sixteen inclusive, of the So. Sixth Street (Klamath Falls) Roadside Improvement Contract, No. 4990 US-31 (6) is approved and you may so inform the interested parties.

Four copies of the sub-contract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

Encls. (4)

cc: Forest Cooper ✓
C. O. Polk

EAP:deb

NOTED
FORREST COOPER

RECEIVED
OCT 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 1957

FOR FILING

61-5111
4770

October 2, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 24, 1957, requesting justification for Order for State Force Work No. 219, Contract No. 4990, South Sixth St. (Klamath Falls) R.R. Overcrossing Section in Klamath County, Oregon Project US-31(6).

The Special Provisions provide that furnishing the water shall be done as extra work, by State forces or by the contractor. It would not be practical to set up fluctuating water rates, based on consumption, on a unit price basis in a price agreement. To pay the contractor on extra work, or force account, basis would increase the cost by 15%. For this 15% the contractor would pay the bill and pass it on to us.

Under the State Force Order the State will be billed directly for metered water service at no premium price and at a saving of added percentages.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:la

RECEIVED
SEP 26 1957

FOR FILING

44-3111
4490 08-35

September 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 219
South Sixth Street (Klamath Falls)
Railroad Overcrossing Section, Klamath
Falls-Lakeview Highway - Oregon Pro-
ject US-31(6) - Contract No. 4990

Dear Sir:

In reference to the subject work order dated August 13, 1957, it appears the work should be accomplished as a Price Agreement with the contractor rather than State Force Work.

If the work cannot be accomplished under a price agreement, no action on the subject order can be taken until you submit justification of the work as being in the public interest.

Very truly yours,

C. G. POLK
Division Engineer

Original to State

Weld

RECEIVED
SEP 17 1957

FOR FILING

108 31 (6)
4790

September 16, 1957

Mr. Knight Pearey
P. O. Box 12
Salem, Oregon

SUBJECT: Contract No. 4990
Roadside Improvement
S. 6th St. Overcrossing
Klamath Falls

Dear Mr. Pearey:

A change is authorized in the date in the second paragraph on Page 8 of the subject contract under the heading "Shrub Planting" from October 1, 1957 to October 15, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Dean Swift (2)
Mr. Tom Edwards
Mr. H. H. Astrup

RECEIVED
AUG 27 1957

FOR FILING

11/21/57

August 23, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building,
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 219 covering water to be furnished for testing and irrigation on the South Sixth Street (Klamath Falls) R.R. Overcrossing Section of the Klamath Falls-Lakeview Highway in Klamath County, Contract No. 4990, in connection with Federal Aid Project No. (E-31(6)).

The water is to be purchased from the city for the purpose of testing the irrigation system and to establish the growth of the lawn. Charges for water will be discontinued as soon as the contractor is relieved and maintenance is assumed by others.

This was an anticipated item and included in the Project Authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Incl.

DBP:or

RECEIVED
JUL 1 1957

FOR FILING

118-31(6)

4990

July 1, 1957

Knight-Pearcy
P. O. Box 12
Salem, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4990 for the S. 6th Street (Klamath Falls) Railroad Overcrossing Roadside Improvement Project on the Klamath Falls-Lakeview Highway in Klamath County.

This award was based on your bid of \$32,174.40 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

RECEIVED
JUL 5 1957
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

June 27, 1957

4410

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4990 for Oregon Project US-31(6), South 6th St. (Klamath Falls) Railroad Overcrossing Roadside Improvement Project on the Klamath Falls-Lakeview Highway, to Knight Percy of Salem, Oregon, low bidder in the amount of \$32,174.40 at today's bid opening.

Very truly yours,

C. G. Polk
C. G. Polk
Division Engineer

J. P.

RECEIVED
JUN 13 1957

FOR FILING

OREGON DISTRICT

US-31(6)

4440

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 12, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for
Oregon Project US-31(6), South Sixth Street (Klamath Falls)
Railroad Overcrossing Section of the Klamath Falls-Lakeview
Highway. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

By

E. H. Cowan

E. H. Cowan
Acting Division Engineer



FILED
JUN 13 1957
FRED COOPER

20-1618 Siuslaw Jct. Grading and 1957
Paving Proj. on Pacific Hwy.
#4991

RECEIVED
OCT 23 1957

OREGON STATE HIGHWAY DEPARTMENT

(date)

October 18, 1957

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

421

3 Final

Eugene Gardens

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

23917

H194579

\$500.00

10-18, 57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **60 workdays from July 15, 1957**

Time Extensions: **None**

Completion Date: **Sept. 9, 1957**

Date Accepted: **Oct. 1, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Oct. 21, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
241

RECEIVED
OCT 10 1957

FOR FILING

Oct. 10, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4991 for grading and paving on the Siuslaw Junction Section of the Pacific Highway in Lane County was completed by the contractor, Eugene Gardens, on Sept. 9, 1957, and was formally accepted by the Highway Commission on October 1, 1957.

Final payment in the amount of \$500.00 will be released to the contractor on or after October 21, 1957. The total contract amount is \$12,540.98, of which amount \$171.34 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appears as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

NOTED ON CARD

cm

RECEIVED
SEP 19 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 18, 1957

SUBJECT: Increase in Authorization
Contract No. 4991

To:

H. E. Mayfield
Room # 4
506 1/2 Main
Springfield, Oregon

At its meeting September 12, 1957, the Highway Commission approved an increase of \$2,400.00 in project authorization on Contract No. 4991, Siuslaw Junction Section in Lane County.

The new authorization is \$16,514.00. This amount should be used in all future reports.

S. H. Probert
Office Engineer

cc: F. D. Morgan

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 14, 19 57

Section <u>Siuslaw Junction</u>	Kind of work <u>Grading & Paving</u>
Highway <u>Pacific</u> County <u>Lane</u>	Section prefix <u>20-1618</u>
Contractor <u>Eugene Gardens</u>	Contract number <u>4991</u>
Date of contract <u>June 27</u> , 19 <u>57</u>	Specified work days <u>60</u>
Date work started <u>July 15</u> , 19 <u>57</u>	Work days used <u>40</u>
Project authorization \$ <u>14,114.48</u>	Per cent of time elapsed <u>66.7</u> %
Exclusive of engineering \$ <u>13,110.78</u>	
Estimated cost of completed project, exclusive of engineering \$ <u>15,170.25</u>	
Estimated per cent overrun or underrun <u>14.48</u> %	
Per cent of contract completed, based on total contract price <u>119.4</u> %	
Engineering authorization \$ <u>1,003.70</u>	
Engineering cost to date \$ <u>1,001.05</u> , <u>99.7</u> %	Date project was completed <u>Sept. 9</u> , 19 <u>57</u>

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished paving conduit trench across Brown's approach; changed reflectors on 4 x 4 wood posts on Brown's new approach; finished reshaping shoulders; finished re-installing Metal Sight Posts. This work was completed Monday Sept. 9, 1957. Contractor cleaned up his debris and moved equipment from Site Tuesday Sept. 10, 1957.

This work completed the project and this will be the last weekly report.

CONSTRUCTION DIVISION
 RECEIVED

NOTED

Noted
 M. N. JUVON

NOTED

Signed

C. E. PAULSON

Address Rm. 5 506 1/2 Main St. Springfield, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.32	0.32			0.32
Miles partially completed					
Miles completed	0.32	0.32			0.32
Total estimated quantities (contract)	780 c.y.	1080 c.y.			530 ton
Total quantities corrected to date	679.3 c.y.	1086 c.y.			781.28 ton
Estimated quantities moved or placed to date	679.3 c.y.	1086 c.y.			781.28 ton
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			

Men

3

Supervision

1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders 1..., Rollers 1..., Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, Trucks 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 30 1957

FOR FILING

4931

August 29, 1957

Oregon State Highway Commission

Gentlemen:

It has become evident that the construction project at
Stadium Junction, Pacific Highway, Contract No. 4991, is going to
exceed the project authorization by approximately \$1,400, or
17 per cent.

The major cause of this overrun is the necessity to pro-
vide lanes for certain turning movements in connection with access
to the business property on the westerly side of the intersection,
which was not originally anticipated. We have found, upon getting
into the job, that on some of the existing shoulder areas the sur-
facing had to be replaced.

In view of the above, it is respectfully requested that
an additional \$1,400 be provided for the completion of this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Hooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Nelson

LHY:jc hi

RECEIVED
SEP 17 1957

FOR FILING

FORM 830-90M-2-57-1478

20-11-15
4991

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 28, 1957

SUBJECT: Siuslaw Junction Section
Pacific Highway
Contract No. 4991

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith a Report on Expected Overrun of Project Authorization for the subject named job. This anticipated overrun is in the amount of \$2,402.31, or 17 per cent. The overrun has been occasioned as follows:

1. The necessity for providing ingress to a service station in the northwest quadrant for long truck and trailer rigs northbound on the Pacific Highway. The necessity for this movement was not foreseen at the time the job was planned. Cost of providing this service is \$1,450.

2. When we got into the job it was found that the surfacing and oil mat along the southbound off-ramps to the Siuslaw Highway had failed and required replacement. The correction of this condition has cost us an additional \$1,000.

3. Revision of signing for this intersection was not allowed for in the project authorization and the cost of this revised signing is \$680.

4. There is an uncommitted allowance for future contingencies in the amount of \$730 which reduces the total overrun on the job to \$2,400.

In view of the above, it is recommended that the Highway Commission be requested to increase the project authorization by this amount. I am attaching hereto for your consideration a rough draft of a letter to the Commission asking for the increase in project authorization.

TE:jc

Attach.



Tom Edwards
Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 26, 1957

SUBJECT: Report on Expected Over-run of
Project Authorization
Siuslaw Jct. Section
Contract No. 4991 20-1618

To: Tom Edwards
Construction Engineer

I enclose Report on Expected Over-run of Project Authorization Siuslaw Junction Project, Pacific Highway, Contract No. 4991. Three items are responsible for the over-run on this project.

The first is the addition of the "slot" or access lane to the service station on the Northwest corner of the Intersection. This added \$1,448.00 to the cost.

The second item was the necessity of replacing failed oil shoulders and intersection with asphaltic concrete and base rock. Most of this was between the Pacific Highway and the West side of the "slot" on the connecting lanes South-bound from the Pacific to the Siuslaw Highways and on the Siuslaw Highway itself. This amounted to approximately \$1,000.00.

The third item of over-run was State Force Order No. 276 Signing in the amount of \$680.00 which was not anticipated in the project authorization, unless it is considered to be a part of illumination which was anticipated in the amount of \$2,000.00.

Your approval of the additional authorization is requested.

L. R. Chandler
L. R. Chandler
Ass't Division Engineer

LRC:so
Enc

CONSTRUCTION DIVISION
RECEIVED
AUG 27 1957

NOTED--☐☐☐☐☐
CE ACE ABE

RECEIVED
SEP 23 1957

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

FOR FILING

Project Name Gluslev Junction Date August 20, 1957
Highway Pacific Contract No. 421
County Lane Kind of Work Gravel & Paving Contractor Bigene Gardens
Contract Amount \$10,096.20

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Class 1 Concrete	225 cu. yd.	\$8.00	\$1,968.00
3/4" - 0 material in base	70 cu. yd.	3.50	273.00
1 1/2" Electrical conduit	50 lbs.	1.00	140.00

Minor items, unitemized algebraic total Less -10.11

Subtotal \$ 1,996.29

Approved work orders (Price, extra work and state force orders) \$ 1,215.00

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:
P. A. & 2 Components for concrete base & installing
paved & 1.00 \$ 1.00

Minor items, unitemized algebraic total 0

Subtotal \$ 1.00

Authorization for engineering \$ 2,215.79

Expected over-run or under-run of engineering authorization \$ 171.22

Costs not included above (explain) \$ 2

Allowance for future contingencies (4 % of work remaining) (171.22) \$ 72.50

Credits to come from transfers and deductions \$14,214.00

Present estimate of project cost \$14,514.79

Brief Statement of principal causes of over-run: It was necessary to correct existing plans for amount
lanes & intersections with 3/4"-0 material & gravel. This work was not indicated
on final plans. State Force Order # 276 signing was not anticipated. The approach
to Jerry Brown's Taxco station was not anticipated and cost \$1,140.25.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	\$14,140.25
Present estimate of project cost	\$14,514.79
Expected over-run (Amount)	\$ 3,742.31
Expected over-run (per cent)	17.0018

Space to right of this line is for use of Salem office.

Submitted by: H.E. Mayfield
Resident Engineer
Confirmed by: R.R. Chandler
Division Engineer

Noted by: [Signature]
Construction or Bridge Engineer
Noted by: [Signature]
Deputy or Assistant State Highway Engineer

RECEIVED
JUL 1 1957

FOR FILING

20-1616
711

July 1, 1957

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4991 for the Siuslaw Junction Grading and Paving Project on the Pacific Highway in Lane County.

This award was based on your bid of \$10,096.20 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

41.000
I-176(17) N. Jefferson Jct.-Santiam 1957
Jct. Sec. (five bridges)

RECEIVED
AUG 11 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 25, 1958

(CONTRACT NO.)
<u>1-176 (17)</u>
<u>1992</u>
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

8 Final
(WARRANT NO.)

Tom Lillebe Construction Co.
(AMOUNT)

(DATE)

16545

H218182

\$ 6,500.15

7/25/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified completion date: 220 workdays from 7-10-57

Time Extensions: none

Completion Date: 6-19-58

Date Accepted: July 31, 1958

Penalties: none

Claims: none

Remarks:

Date: Aug. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 4 1958
[Signature]

NOTED ON CARD

[Signature]

RECEIVED
JUL 22 1958

FOR FILING

T-176(17)

4992

July 22, 1958

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4992 for bridges on the N. Jefferson-Santiam Junction Section of the Pacific Highway in Marion and Linn Counties was completed by the contractor, Tom Lillebo Construction Company, on June 19, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$6,500.15 will be released to the contractor after acceptance by the Commission. The total contract amount is \$65,322.07, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

lm

4992

Monthly Transaction No. 11-49	For -2 (5-2-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 7	FEDERAL-AID PROJECT AGREEMENT 11-13-57		County Marion & Linn
			Project No. 1-176(17)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

North Jefferson Junction to S.P. Overcrossing on U.S. 99 between Salem and Albany.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	6/12/57	
Rights-of-Way		
Construction	6/12/57	0.3
Other (Specify)		

FUNDS

Estimated total cost of project
\$ 744,464.67

Federal funds
\$ 687,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By Charles Reynolds
Chairman, State Highway Commission
(title)

By _____
Member, State Highway Commission
(title)

By [Signature]
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By [Signature]
Division Engineer

Date executed by
Division Engineer **November 13, 1957**

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

USComm-DC 11169

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

North Tazewell, Tennessee - Crabapple Run into Southern
 Pine State Highway
 Marion and John County

NATURE OF WORK:

54

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4992	Tom Lillebo Constr. Co.	6-27-57
5000	F. H. McEwen	7-5-57
5018	Valley Constr. Co. & Tower Sales & Erecting Co.	8-8-57

DATE OF COMPLETION:

4992 - 220 Workdays from 7-10-57
5000 - 240 Workdays from 7-15-57
5018 - 310 Workdays from 8-22-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-176(17)

NORTH JEFFERSON JUNCTION-SANTIAM JUNCTION SECTION OF
THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

Type Code P.E.

Preliminary Engineering

All Required

\$ 9,000.00

Type Code X021

Sidney Ditch Bridge (Sta. 614+17 to 614+63)(Contract No. 4992)

Structural Excavation	100 cu. yds.	\$ 6.00	\$ 600.00
Furnish Concrete Piling	400 lin. ft.	6.50	2,600.00
Drive Concrete Piles	20 only	50.00	1,000.00
Class "A" Concrete	108 cu. yds.	65.00	7,020.00
Metal Reinforcement	30,600 lbs.	.125	3,825.00
			<u>\$15,045.00</u>

Type Code X021

Sidney Power Canal Bridge (Sta. 614+38.5 to Sta. 614+83.5)(Contract No. 4992)

Structural Excavation	9 cu. yds.	\$ 6.00	\$ 54.00
Furnish Concrete Piling	196 lin. ft.	6.50	1,274.00
Drive Concrete Piles	8 only	50.00	400.00
Class "A" Concrete	27 cu. yds.	65.00	1,755.00
Metal Reinforcement	5,900 lbs.	.125	737.50
			<u>\$ 4,220.50</u>

Type Code X020

Falbot Connection-Doty Cr. Bridge (Sta. "A" 637+33.66 to Sta. "A" 637+70)(Contract No. 4992)

Structural Excavation	18 cu. yds.	\$ 6.00	\$ 108.00
Furnish Concrete Piling	270 lin. ft.	6.50	1,755.00
Drive Concrete Piles	10 only	50.00	500.00
Class "A" Concrete	72 cu. yds.	65.00	4,680.00
Metal Reinforcement	17,600 lbs.	.125	2,200.00
			<u>\$ 9,243.00</u>

Type Code X021Doty Creek Bridge (Sta. 637+20 to Sta. 637+70) (Contract No. 4992)

Structural Excavation	97 cu. yds.	\$ 6.00	\$ 582.00
Furnish Treated Timber Piling	600 lin. ft.	1.40	840.00
Drive Timber Piles	30 only	40.00	1,200.00
Class "A" Concrete	112 cu. yds.	65.00	7,280.00
Metal Reinforcement	35,600 lbs.	.125	4,450.00
8-inch Metal Drain Pipe	15 lin. ft.	4.00	60.00
			<u>\$14,412.00</u>

Type Code X020Devers Road Connection Bridge (Sta. "C" 740+15 to Sta. "C" 741+27) (Contract No. 4992)

Structural Excavation	39 cu. yds.	\$ 6.00	\$ 234.00
Furnish Concrete Piling	536 lin. ft.	6.50	3,484.00
Drive Concrete Piles	26 only	50.00	1,300.00
Class "A" Concrete	166 cu. yds.	65.00	10,790.00
Metal Reinforcement	30,500 lbs.	.125	3,812.50
8-inch Metal Drain Pipe	25 lin. ft.	4.00	100.00
			<u>\$19,720.50</u>

Type Code X721N. Jefferson Jct. Undercrossing (Sta. 503+35) (Contract No. 5000)

Structural Excavation	250 cu. yds.	\$ 5.00	\$ 1,250.00
Furnish Steel Pile Shells	300 lin. ft.	3.60	1,080.00
Drive Steel Pile Shells	8 only	85.00	680.00
Furnish Treated Timber Piling	1,800 lin. ft.	1.50	2,700.00
Drive Timber Piles	72 only	35.00	2,520.00
Class "A" Concrete	528 cu. yds.	60.00	31,680.00
Metal Reinforcement	134,000 lbs.	.125	16,750.00
8-inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	230 sq. yds.	7.50	1,725.00
			<u>\$59,225.00</u>

Type Code X721Ankeny Hill Undercrossing (Sta. 563+91.445) (Contract No. 5000)

Structural Excavation	430 cu. yds.	\$ 9.00	\$ 3,870.00
Furnish Steel Pile Shells	280 lin. ft.	3.60	1,008.00
Drive Steel Pile Shells	8 only	85.00	680.00
Class "A" Concrete	530 cu. yds.	60.00	31,800.00
Metal Reinforcement	138,000 lbs.	.125	17,250.00
8-inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	230 sq. yds.	7.50	1,725.00
			<u>\$57,173.00</u>

Type Code X721

Talbot Road Undercrossing (Sta. 638+20.42)(Contract No. 5000)

Structural Excavation	265 cu. yds.	\$ 6.00	\$ 1,590.00
Furnish Steel Pile Shells	320 lin. ft.	3.60	1,152.00
Drive Steel Pile Shells	8 only	85.00	680.00
Furnish Treated Timber Piling	2,400 lin. ft.	1.50	3,600.00
Drive Timber Piles	96 only	35.00	3,360.00
Class "A" Concrete	540 cu. yds.	60.00	32,400.00
Metal Reinforcement	130,000 lbs.	.125	16,250.00
8-inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	230 sq. yds.	7.50	1,725.00
			<u>\$61,597.00</u>

Type Code X721

Comers Road Undercrossing (Sta. 767+76.58)(Contract No. 5000)

Structural Excavation	330 cu. yds.	\$ 6.00	\$ 1,980.00
Furnish Steel Pile Shells	320 lin. ft.	3.60	1,152.00
Drive Steel Pile Shells	8 only	85.00	680.00
Furnish Treated Timber Piling	3,200 lin. ft.	1.50	4,800.00
Drive Timber Piles	160 only	35.00	5,600.00
Class "A" Concrete	708 cu. yds.	59.00	41,772.00
Metal Reinforcement	181,000 lbs.	.125	22,625.00
8-inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	215 sq. yds.	7.50	1,612.50
			<u>\$81,061.50</u>

ALTERNATE "B"

Type Code X021

Overflow Bridge #8120(Sta. 661+40 to Sta. 662+57)(S. B. Lane)(Contract No. 5018)

Structural Excavation	69 cu. yds.	\$ 2.50	\$ 172.50
Furnish Concrete Piling	720 lin. ft.	5.50	3,960.00
Drive Concrete Piles	30 only	40.00	1,200.00
Class "A" Concrete	238 cu. yds.	60.00	14,280.00
Metal Reinforcement	64,750 lbs.	.135	8,741.25
8-inch Metal Drain Pipe	25 lin. ft.	3.00	75.00
			<u>\$28,428.75</u>

Type Code Y050

Frontage Road Bridge #8363(Sta. 662+19 to Sta. 663+36)(Contract No. 5018)

Structural Excavation	39 cu. yds.	\$ 2.50	\$ 97.50
Furnish Concrete Piling	432 lin. ft.	5.50	2,376.00
Drive Concrete Piles	18 only	40.00	720.00
Class "A" Concrete	150 cu. yds.	60.00	9,000.00
Metal Reinforcement	37,200 lbs.	.135	5,022.00
			<u>\$17,215.50</u>

Type Code X021

Overflow Bridge #8121 (Sta. 678+11 to Sta. 680+45) (S.B. Lane) (Contract No. 5018)

Structural Excavation	54 cu. yds.	\$ 2.50	\$ 135.00
Furnish Concrete Piling	1,146 lin. ft.	5.50	6,303.00
Drive Concrete Piles	45 only	40.00	1,800.00
Class "A" Concrete	379 cu. yds.	60.00	22,740.00
Metal Reinforcement	102,800 lbs.	.135	13,878.00
			<u>\$44,856.00</u>

Type Code X021

Overflow Bridge #8122 (Sta. 691+00 to Sta. 692+08) (S.B. Lane) (Contract No. 5018)

Structural Excavation	69 cu. yds.	\$ 2.50	\$ 172.50
Furnish Concrete Piling	822 lin. ft.	5.50	4,521.00
Drive Concrete Piles	30 only	40.00	1,200.00
Class "A" Concrete	223 cu. yds.	60.00	13,380.00
Metal Reinforcement	59,100 lbs.	.135	7,978.50
			<u>\$27,252.00</u>

Type Code X021

Overflow Bridge #8124 (Sta. 727+55 to Sta. 729+25) (S.B. Lane) (Contract No. 5018)

Structural Excavation	54 cu. yds.	\$ 2.50	\$ 135.00
Furnish Concrete Piling	1,027 lin. ft.	5.50	5,648.50
Drive Concrete Piles	38 only	40.00	1,520.00
Class "A" Concrete	295 cu. yds.	60.00	17,700.00
Metal Reinforcement	72,400 lbs.	.135	9,774.00
8-inch Metal Drain Pipe	25 lin. ft.	3.00	75.00
			<u>\$34,852.50</u>

Type Code X021

Overflow Bridge #8125 (Sta. 738+80 to Sta. 739+88) (S.B. Lane) (Contract No. 5018)

Structural Excavation	69 cu. yds.	\$ 2.50	\$ 172.50
Furnish Concrete Piling	594 lin. ft.	5.50	3,267.00
Drive Concrete Piles	30 only	40.00	1,200.00
Class "A" Concrete	223 cu. yds.	60.00	13,380.00
Metal Reinforcement	59,100 lbs.	.135	7,978.50
8-inch Metal Drain Pipe	15 lin. ft.	3.00	45.00
			<u>\$26,043.00</u>

Type Code X021

Overflow Bridge #6775+A (Sta. 739+10 to Sta. 740+18) (N.B. Lane) (Contract No. 5018)

Structural Excavation	50 cu. yds.	\$ 2.50	\$ 125.00
Furnish Concrete Piling	476 lin. ft.	5.50	2,618.00
Drive Concrete Piles	24 only	40.00	960.00
Class "A" Concrete	171 cu. yds.	60.00	10,260.00
Metal Reinforcement	45,600 lbs.	.135	6,156.00
			<u>\$20,119.00</u>

Type Code X021
Overflow Bridge #8127 (Sta. 748+00 to Sta. 749+08) (S.B. Lane) (Contract No. 5018)

Structural Excavation	81 cu. yds.	\$ 2.50	\$ 202.50
Furnish Concrete Piling	604 lin. ft.	5.50	3,322.00
Drive Concrete Piles	34 only	40.00	1,360.00
Class "A" Concrete	258 cu. yds.	60.00	15,480.00
Metal Reinforcement	70,200 lbs.	.135	9,477.00
8-inch Metal Drain Pipe	20 lin. ft.	3.00	60.00
			<u>\$29,901.50</u>

Type Code X021
Overflow Bridge #8129 (Sta. 757+04 to Sta. 760+04) (S.B. Lane) (Contract No. 5018)

Structural Excavation	78 cu. yds.	\$ 2.50	\$ 195.00
Furnish Concrete Piling	1,842 lin. ft.	5.50	10,131.00
Drive Concrete Piles	84 only	40.00	3,360.00
Class "A" Concrete	688 cu. yds.	60.00	41,280.00
Metal Reinforcement	193,600 lbs.	.135	26,136.00
8-inch Metal Drain Pipe	18 lin. ft.	3.00	54.00
			<u>\$81,156.00</u>

Type Code X021
Overflow Bridge #8131 (Sta. 783+81 to Sta. 785+70) (S.B. Lane) (Contract No. 5018)

Structural Excavation	54 cu. yds.	\$ 2.50	\$ 135.00
Furnish Concrete Piling	989 lin. ft.	5.50	5,439.50
Drive Concrete Piles	38 only	40.00	1,520.00
Class "A" Concrete	312 cu. yds.	60.00	18,720.00
Metal Reinforcement	82,800 lbs.	.135	11,178.00
8-inch Metal Drain Pipe	30 lin. ft.	3.00	90.00
			<u>\$37,082.50</u>

Subtotal, Alternate "B"

\$346,906.75

Subtotal, (Using Alternate "B")
 10% Engr. & Cont.

\$668,604.25
66,860.42

Total

\$735,464.67

Length of 19 Structures. 0.271 mile

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 9,000.00	\$ 8,000.00	\$ 1,000.00
Structures *	<u>735,464.67</u>	<u>679,400.00</u>	<u>57,064.67</u>
	\$744,464.67	\$687,400.00	\$ 58,064.67

* Using Alternate "B"

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

5 1015

Excavation	263 cu yd @	8 ⁰⁰	2,104 ⁻
Concrete Piling	1402 lin @	6 ⁰⁰	8,412 ⁻
Drive Concrete Piles	64 lin @	70 ⁰⁰	4,480 ⁻
Smelt Treated Timber Piling	600 L. ft @	1 ⁵⁰	600 - 900 ⁰⁰
Drive Timber Piles	30 lin @	50 ⁰⁰	1,500 ⁻
Class A Concrete	485 cu yds @	70 ⁰⁰	33,950 ⁻
Metal Reinforcement	120,200 lbs @	0 ¹⁴	16,828 ⁻
Embed Metal Drain Pipe	40 L. ft @	.50 ⁰⁰	200 ⁻
			<u>3</u> OK
			68,074 ⁻
		11 ⁰⁰	8,509 ²⁵
			<u>76,583²⁵</u>

and it is anticipated, but not guaranteed, that the system will be successful in crossing the structure.

FIVE UNDERCROSSING STRUCTURES
NO. JEFFERSON JCT. - NO. ALBANY SECTION
MARION AND LINN COUNTY

FAP I-176 (17) and (18)

Five Gr. Separation Struct.

Br. No. 7941, 8114, 8118, 8130, 8132 Bids Received June 27, 1957

<u>No. Jefferson Jct. U'Xing</u>		<u>Amount</u>
250 Cu. Yds.	Structural Excavation @ 6 ⁰⁰	1500 ⁻
300 Lin. Ft.	Furnish Steel Pile Shells @ 4 ⁰⁰	1200 ⁻
8 Only	Drive Steel Pile Shells @ 70 ⁰⁰	560 ⁻
1800 Lin. Ft.	Furnish Treated Timber Piling @ 1 ⁵⁰	2700 ⁻
72 Only	Drive Timber Piles @ 50 ⁰⁰	3600 ⁻
528 Cu. Yds.	Class "A" Concrete @ 70 ⁰⁰	36,960 ⁻
134,000 Lbs.	Metal Reinforcement @ 0.13	17,420 ⁻
210 Lin. Ft.	8-inch Metal Drain Pipe @ 4 ⁰⁰	840 ⁻
230 Sq. Yds.	Concrete Slab Riprap @ 10 ⁰⁰	2300 ⁻
<u>Albany Hill Undercrossing</u>		
430 Cu. Yds.	Structural Excavation @ 6 ⁰⁰	2580 ⁻
280 Lin. Ft.	Furnish Steel Pile Shells @ 4 ⁰⁰	1120 ⁻
8 Only	Drive Steel Pile Shells @ 70 ⁰⁰	560 ⁻
530 Cu. Yds.	Class "A" Concrete @ 70 ⁰⁰	37,100 ⁻
138,000 Lbs.	Metal Reinforcement @ 0.13	17,940 ⁻

210 Lin. Ft. 8-inch Metal Drain Pipe @ 4 ⁰⁰	840-
230 Sq. Yds. Concrete Slab Riprap @ 10 ⁰⁰	2300-
<u>Talbot Road Undercrossing</u>	
265 Cu. Yds. Structural Excavation @ 6 ⁰⁰	1590-
320 Lin. Ft. Furnish Steel Pile Shells @ 4 ⁰⁰	1280-
8 Only Drive Steel Pile Shells @ 70 ⁰⁰	560-
2400 Lin. Ft. Furnish Treated Timber Ring @ 1 ⁵⁰	3600-
96 Only Drive Timber Piles @ 50 ⁰⁰	4800-
540 Cu. Yds. Class "A" Concrete @ 70 ⁰⁰	37800-
139,000 Lbs. Metal Reinforcement @ 0.13	16,900-
210 Lin. Ft. 8-inch Metal Drain Pipe @ 4 ⁰⁰	840-
230 Sq. Yds. Concrete Slab Riprap @ 10 ⁰⁰	2300-
<u>Conners Road Undercrossing</u>	
330 Cu. Yds. Structural Excavation @ 6 ⁰⁰	1980-
320 Lin. Ft. Furnish Steel Pile Shells @ 4 ⁰⁰	1280-
8 Only Drive Steel Pile Shells @ 70 ⁰⁰	560-
3200 Lin. Ft. Furnish Treated Timber Ring @ 1 ⁵⁰	4800-
160 Only Drive Timber Piles @ 50 ⁰⁰	8000-
708 Cu. Yds. Class "A" Concrete @ 70 ⁰⁰	49560-
181,000 Lbs. Metal Reinforcement @ 0.13	23,530-
240 Lin. Ft. 8-inch Metal Drain Pipe @ 4 ⁰⁰	840-
215 Sq. Yds. Concrete Slab Riprap @ 10 ⁰⁰	2150-

Authorization 518 FAI \$460,000-

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount

363,695.00

Anticipated Additional Items:

None

Engr. & Cont. (12%)

363,695.00
45,461.88

Estimated Net Authorization, Constr.

140,956.88

<u>View Crest Undercrossing</u>		
260 Cu. Yds.	Structural Excavation @ 6 ⁰⁰	\$1560-
440 Lin. Ft.	Furnish Steel Pile Shells @ 4 ⁰⁰	1760-
3 Only	Drive Steel Pile Shells @ 70 ⁰⁰	560-
3360 Lin. Ft.	Furnish Treated Timber Piling @ 1 ⁵⁰	5040-
96 Only	Drive Timber Piles @ 50 ⁰⁰	4800-
514 Cu. Yds.	Class "A" Concrete @ 70 ⁰⁰	35980-
124000 lbs.	Metal Reinforcement @ 0.13	16,120-
40 Lin. Ft.	8-inch Metal Drain Pipe @ 4 ⁰⁰	760-
210 Sq. Yds.	Concrete Slab Rprop @ 10 ⁰⁰	2100-
All	Structural Steel (17,360 @ 0.18)	3125-
For Comparison of Bids		\$363,625-

SIXTEEN STRUCTURES

NO. JEFFERSON JCT. - SANTIAM JCT. SECTION

PACIFIC HIGHWAY

MARION AND LINN COUNTY

TAP I.

To Repair Concrete Bridges

St. 16. 8120, 8363, 8121, 8122, 8124, 8125, 6775-A, 8127, 8128,
8129, 8217, 8219, 8218 L.F. & R. Bids Received Aug. 3, 1925
8222 L.F. & R.

<u>ALTERNATE "A"</u>	<u>Amount</u>
793 Cu. Yds. Structural Excavation @ 6 ⁰⁰	5958
144 cu. Yds. Furnish Concrete Piling @ 7 ⁰⁰	76,800
480 cu. Yds. Drive Concrete Piling @ 70 ⁰⁰	34,020
300 cu. Yds. Class "A" Concrete @ 70 ⁰⁰	21,600
100 cu. Yds. Class "A" Concrete @ 70 ⁰⁰	7,000
2000 cu. Yds. Metal Reinforcement @ 0.135	89.00
240 Reinforced Reinforcement in Place	75.00
100 cu. Yds. 8" Metal Drain Pipe @ 4 ⁰⁰	18.00
100 General Excavation, Unreinforced	10,000
For Comparison of Bids	\$589,678

Authorization 57-58 FAI: 770,000

ALTERNATE "A"

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount

1,589,649.00

Anticipated Additional Items:

None

Engr. & Cont. (12 1/2%)

589,649.00
73,706.12

Estimated Net Authorization, Constr.

1,663,355.12

Authorization 57-58 I T 770,000

ALTERNATE "B"

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount

605,302.75

Anticipated Additional Items:

NONE

Engr. & Cont. (12 1/2%)

605,302.75

75,662.89

Estimated Net Authorization, Constr.

680,965.59

ALTERNATE "B"

355 Cu. Yds.	Structural Excavation @ 6 ⁰⁰	5190
330 L.F.	Furnish Concrete Piling @ 7 ⁰⁰	83160
517 Only	Drive Concrete Piling @ 70 ⁰⁰	3619
4242		246940-
1157 Cu. Yds.	Class "A" Concrete @ 70 ⁰⁰	~~31282~~
156450 Lbs.	Metal Reinforcement @ 0.135	156120
53 L.F.	8" Metal Drain Pipe @ 4.00	1812
All	General Excavation, Unclassified	10000

For Comparison of Bids

~~605302~~
589412.75

Oregon State Highway Department

Federal Aid
Project No. I-176(17)

NORTH JEFFERSON JUNCTION-SANTIAN JUNCTION
SECTION OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 11, 1957

Type Code P.E.
Preliminary Engineering

All Required

\$ 9,000.00

Type Code X021
Sidney Ditch Bridge (Sta. 614+17 to 614+63)

Structural Excavation
Furnish Concrete Piling
Drive Concrete Piles
Class "A" Concrete
Metal Reinforcement

100 cu. yds.	\$8.00	\$ 800.00
400 lin. ft.	6.00	2,400.00
20 only	70.00	1,400.00
108 cu. yds.	70.00	7,560.00
30,600 lbs.	0.14	4,284.00
		<u>\$16,444.00</u>

Type Code X021
Sidney Power Canal Bridge (Sta. 614+38.5 to Sta. 614+83.5)

Structural Excavation
Furnish Concrete Piling
Drive Concrete Piles
Class "A" Concrete
Metal Reinforcement

9 cu. yds.	\$8.00	\$ 72.00
196 lin. ft.	6.00	1,176.00
8 only	70.00	560.00
27 cu. yds.	70.00	1,890.00
5,900 lbs.	0.14	826.00
		<u>\$ 4,524.00</u>

Type Code X022
Talbot Connection-Dotly Cr. Bridge (Sta. "A" 637+33.66 to Sta. "A" 637+70)

Structural Excavation
Furnish Concrete Piling
Drive Concrete Piles
Class "A" Concrete
Metal Reinforcement

18 cu. yds.	\$8.00	\$ 144.00
270 lin. ft.	6.00	1,620.00
10 only	70.00	700.00
72 cu. yds.	70.00	5,040.00
17,600 lbs.	0.14	2,464.00
		<u>\$ 9,968.00</u>

Type Code X021
Dotly Creek Bridge (Sta. 637+20 to Sta. 637+70)

Structural Excavation
Furnish Treated Timber Piling
Drive Timber Piles
Class "A" Concrete
Metal Reinforcement
8 Inch Metal Drain Pipe

97 cu. yds.	\$8.00	\$ 776.00
600 lin. ft.	1.50	900.00
30 only	50.00	1,500.00
112 cu. yds.	70.00	7,840.00
35,600 lbs.	0.14	4,984.00
15 lin. ft.	5.00	75.00
		<u>\$15,075.00</u>

Type Code X220Devers Road Connection Bridge (Sta. "C" 740+15 to Sta. "C" 741+27)

Structural Excavation	39 cu. yds.	\$8.00	\$ 312.00
Furnish Concrete Piling	536 lin. ft.	6.00	3,216.00
Drive Concrete Piles	26 only	70.00	1,820.00
Class "A" Concrete	166 cu. yds.	70.00	11,620.00
Metal Reinforcement	30,500 lbs.	0.14	4,270.00
8 Inch Metal Drain Pipe	25 lin. ft.	5.00	125.00
			<u>\$21,363.00</u>

Type Code X221H. Jefferson Jet. Undercrossing (Sta. 506+92.68)

Structural Excavation	250 cu. yds.	\$6.00	\$ 1,500.00
Furnish Steel Pile Shells	300 lin. ft.	4.00	1,200.00
Drive Steel Pile Shells	8 only	70.00	560.00
Furnish Treated Timber Piling	1,800 lin. ft.	1.50	2,700.00
Drive Timber Piles	72 only	50.00	3,600.00
Class "A" Concrete	528 cu. yds.	70.00	36,960.00
Metal Reinforcement	134,000 lbs.	0.13	17,420.00
8 Inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	230 sq. yds.	10.00	2,300.00
			<u>\$67,080.00</u>

Type Code X221Ankeny Hill Undercrossing (Sta. 563+91.445)

Structural Excavation	430 cu. yds.	\$6.00	\$ 2,580.00
Furnish Steel Pile Shells	280 lin. ft.	4.00	1,120.00
Drive Steel Pile Shells	8 only	70.00	560.00
Class "A" Concrete	530 cu. yds.	70.00	37,100.00
Metal Reinforcement	138,000 lbs.	0.13	17,940.00
8 Inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	230 sq. yds.	10.00	2,300.00
			<u>\$62,440.00</u>

Type Code X221Talbot Road Undercrossing (Sta. 638+20.42)

Structural Excavation	265 cu. yds.	\$6.00	\$ 1,590.00
Furnish Steel Pile Shells	320 lin. ft.	4.00	1,280.00
Drive Steel Pile Shells	8 only	70.00	560.00
Furnish Treated Timber Piling	2,400 lin. ft.	1.50	3,600.00
Drive Timber Piles	96 only	50.00	4,800.00
Class "A" Concrete	540 cu. yds.	70.00	37,800.00
Metal Reinforcement	130,000 lbs.	0.13	16,900.00
8 Inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	230 sq. yds.	10.00	2,300.00
			<u>\$69,670.00</u>

Type Code X/21

Copper Road Underpassing (Sta. 767+76.58)

Structural Excavation	330 cu. yds.	\$6.00	\$ 1,980.00
Furnish Steel Pile Shells	320 lin. ft.	4.00	1,280.00
Drive Steel Pile Shells	8 only	70.00	560.00
Furnish Treated Timber Piling	3,200 lin. ft.	1.50	4,800.00
Drive Timber Piles	160 only	50.00	8,000.00
Class "A" Concrete	708 cu. yds.	70.00	49,560.00
Metal Reinforcement	181,000 lbs.	0.13	23,530.00
8 Inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	215 sq. yds.	10.00	2,150.00
			<u>\$92,700.00</u>
	Subtotal		\$360,264.00
	10% Engr. & Cont.		<u>36,026.40</u>
	Total		<u>\$396,290.40</u>

Length of ⁸ Structures ^{0.018} 0.027 Mile

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 9,000.00	\$ 8,000.00	\$ 1,000.00
Structures	<u>396,290.40</u>	<u>366,100.00</u>	<u>30,190.40</u>
	\$405,290.40	\$374,100.00	\$31,190.40

Oregon State Highway Department

Federal Aid
Project No. I-176(17)

NORTH JEFFERSON JUNCTION-SANTIAM JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 5, 1957

Type Code P.E.

Preliminary Engineering

All Required \$ \$ 9,000.00

Type Code X021

Sidney Ditch Bridge (Sta. 614+17 to 614+63) (Low Bid Prices)

Structural Excavation	100 cu. yds.	\$6.00	\$ 600.00
Furnish Concrete Piling	400 lin. ft.	6.50	2,600.00
Drive Concrete Piles	20 only	50.00	1,000.00
Class "A" Concrete	108 cu. yds.	65.00	7,020.00
Metal Reinforcement	30,600 lbs.	0.125	3,825.00
			<u>\$ 15,045.00</u>

Type Code X021

Sidney Power Canal Bridge (Sta. 614+38.5 to Sta. 614+83.5) (Low Bid Prices)

Structural Excavation	9 cu. yds.	\$6.00	\$ 54.00
Furnish Concrete Piling	196 lin. ft.	6.50	1,274.00
Drive Concrete Piles	8 only	50.00	400.00
Class "A" Concrete	27 cu. yds.	65.00	1,755.00
Metal Reinforcement	5,900 lbs.	0.125	737.50
			<u>\$ 4,220.50</u>

Type Code X020

Talbot Connection-Doty Cr. Bridge (Sta. "A" 637+33.66 to Sta. "A" 637+70)

Structural Excavation	18 cu. yds.	\$6.00	\$ 108.00
Furnish Concrete Piling	270 lin. ft.	6.50	1,755.00
Drive Concrete Piles	10 only	50.00	500.00
Class "A" Concrete	72 cu. yds.	65.00	4,680.00
Metal Reinforcement	17,600 lbs.	0.125	2,200.00
			<u>\$ 9,243.00</u>

Type Code X021

Doty Creek Bridge (Sta. 637+20 to Sta. 637+70) (Low Bid Prices)

Structural Excavation	97 cu. yds.	\$6.00	\$ 582.00
Furnish Treated Timber Piling	600 lin. ft.	1.40	840.00
Drive Timber Piles	30 only	40.00	1,200.00
Class "A" Concrete	112 cu. yds.	65.00	7,280.00
Metal Reinforcement	35,600 lbs.	0.125	4,450.00
8-inch Metal Drain Pipe	15 lin. ft.	4.00	60.00
			<u>\$ 14,412.00</u>

Type Code X020

Devers Road Connection Bridge (Sta. "C" 740+15 to Sta. "C" 741+27) (Low Bid Prices)

Structural Excavation	39 cu. yds.	\$6.00	\$ 234.00
Furnish Concrete Piling	536 lin. ft.	6.50	3,484.00
Drive Concrete Piles	26 only	50.00	1,300.00
Class "A" Concrete	166 cu. yds.	65.00	10,790.00
Metal Reinforcement	30,500 lbs.	0.125	3,812.50
8-inch Metal Drain Pipe	25 lin. ft.	4.00	100.00
			<u>\$ 19,720.50</u>

Type Code X721
N. Jefferson Jct. Undercrossing (Sta. 503+35) (Low Bid Prices)

Structural Excavation	250 cu. yds.	\$5.00	\$ 1,250.00
Furnish Steel Pile Shells	300 lin. ft.	3.60	1,080.00
Drive Steel Pile Shells	8 only	85.00	680.00
Furnish Treated Timber Piling	1,800 lin. ft.	1.50	2,700.00
Drive Timber Piles	72 only	35.00	2,520.00
Class "A" Concrete	528 cu. yds.	60.00	31,680.00
Metal Reinforcement	134,000 lbs.	0.125	16,750.00
8-inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	230 sq. yds.	7.50	1,725.00
			<u>\$ 59,225.00</u>

Type Code X721
Ankeny Hill Undercrossing (Sta. 563+71.445) (Low Bid Prices)

Structural Excavation	430 cu. yds.	\$9.00	\$ 3,870.00
Furnish Steel Pile Shells	280 lin. ft.	3.60	1,008.00
Drive Steel Pile Shells	8 only	85.00	680.00
Furnish Treated Timber Piling	530 cu. yds.	60.00	31,800.00
Drive Timber Piles	72 only	35.00	2,520.00
Class "A" Concrete	138,000 lbs.	0.125	17,250.00
Metal Reinforcement	210 lin. ft.	4.00	840.00
8-inch Metal Drain Pipe	230 sq. yds.	7.50	1,725.00
Concrete Slab Riprap			<u>\$ 57,173.00</u>

Type Code X721
Talbot Road Undercrossing (Sta. 632+20.42) (Low Bid Prices)

Structural Excavation	265 cu. yds.	\$6.00	\$ 1,590.00
Furnish Steel Pile Shells	320 lin. ft.	3.60	1,152.00
Drive Steel Pile Shells	8 only	85.00	680.00
Furnish Treated Timber Piling	2,400 lin. ft.	1.50	3,600.00
Drive Timber Piles	96 only	35.00	3,360.00
Class "A" Concrete	540 cu. yds.	60.00	32,400.00
Metal Reinforcement	130,000 lbs.	0.125	16,250.00
8-inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	230 sq. yds.	7.50	1,725.00
			<u>\$ 61,597.00</u>

Type Code X721
Conners Road Undercrossing (Sta. 767+76.58) (Low Bid Prices)

Structural Excavation	330 cu. yds.	\$6.00	\$ 1,980.00
Furnish Steel Pile Shells	320 lin. ft.	3.60	1,152.00
Drive Steel Pile Shells	8 only	85.00	680.00
Furnish Treated Timber Piling	3,200 lin. ft.	1.50	4,800.00
Drive Timber Piles	160 only	35.00	5,600.00
Class "A" Concrete	708 cu. yds.	59.00	41,772.00
Metal Reinforcement	181,000 lbs.	0.125	22,625.00
8-inch Metal Drain Pipe	210 lin. ft.	4.00	840.00
Concrete Slab Riprap	215 sq. yds.	7.50	1,612.50
			<u>\$ 81,061.50</u>

ALTERNATE "A"

Type Code X081
Overflow Bridge #8120 (Sta. 661+40 to Sta. 662+57) (S.B. Lane)

Structural Excavation	80 cu. yds.	\$6.00	\$ 480.00
Furnish Concrete Piling	672 lin. ft.	7.00	4,704.00
Drive Concrete Piles	28 only	70.00	1,960.00
Class "A" Concrete	174 cu. yds.	70.00	12,180.00
Class "A-A" Concrete	68 cu. yds.	70.00	4,760.00
Metal Reinforcement	36,500 lbs.	0.135	4,927.50
Prestressed Metal Reinforcement in Place	All Required (6%)		4,500.00

8-inch Metal Drain Pipe	25 lin. ft.	\$4.00	\$ 100.00
			\$ 33,611.50

Type Code X081
Frontage Road Bridge (Sta. 662+19 to Sta. 663+36)

Structural Excavation	45 cu. yds.	\$6.00	\$ 270.00
Furnish Concrete Piling	432 lin. ft.	7.00	3,024.00
Drive Concrete Piles	18 only	70.00	1,260.00
Class "A" Concrete	107 cu. yds.	70.00	7,490.00
Class "A-A" Concrete	45 cu. yds.	70.00	3,150.00
Metal Reinforcement	21,100 lbs.	0.135	2,848.50
Prestressed Metal Reinforcement in Place	All Required (4%)		3,000.00
			\$ 21,042.50

Type Code X081
Overflow Bridge #8121 (Sta. 678+11 to Sta. 680+85) (S.B. Lane)

Structural Excavation	63 cu. yds.	\$6.00	\$ 378.00
Furnish Concrete Piling	1,008 lin. ft.	7.00	7,056.00
Drive Concrete Piles	40 only	70.00	2,800.00
Class "A" Concrete	269 cu. yds.	70.00	18,830.00
Class "A-A" Concrete	113 cu. yds.	70.00	7,910.00
Metal Reinforcement	58,000 lbs.	0.135	7,830.00
Prestressed Metal Reinforcement in Place	All Required (10%)		7,500.00
			\$ 52,304.00

Type Code X081
Overflow Bridge #8122 (Sta. 691+00 to Sta. 692+08) (S. B. Lane)

Structural Excavation	80 cu. yds.	\$6.00	\$ 480.00
Furnish Concrete Piling	764 lin. ft.	7.00	5,348.00
Drive Concrete Piles	28 only	70.00	1,960.00
Class "A" Concrete	165 cu. yds.	70.00	11,550.00
Class "A-A" Concrete	63 cu. yds.	70.00	4,410.00
Metal Reinforcement	34,700 lin. ft.	0.135	4,684.50
Prestressed Metal Reinforcement in Place	All Required (6%)		4,500.00
			\$ 32,932.50

Type Code X081
Overflow Bridge #8124 (Sta. 727+55 to Sta. 729+25) (S.B. Lane)

Structural Excavation	63 cu. yds.	\$6.00	\$ 378.00
Furnish Concrete Piling	911 lin. ft.	7.00	6,377.00
Drive Concrete Piles	34 only	70.00	2,380.00
Class "A" Concrete	205 cu. yds.	70.00	14,350.00
Class "A-A" Concrete	82 cu. yds.	70.00	5,740.00
Metal Reinforcement	43,300 lbs.	0.135	5,845.50
Prestressed Metal Reinforcement in Place	All Required (7%)		5,250.00
8-inch Metal Drain Pipe	25 lin. ft.	4.00	100.00
			\$ 40,420.50

Type Code X081
Overflow Bridge #8125 (Sta. 738+80 to Sta. 739+88) (S.B. Lane)

Structural Excavation	80 cu. yds.	\$6.00	\$ 480.00
Furnish Concrete Piling	554 lin. ft.	7.00	3,878.00
Drive Concrete Piles	28 only	70.00	1,960.00
Class "A" Concrete	165 cu. yds.	70.00	11,550.00
Class "A-A" Concrete	63 cu. yds.	70.00	4,410.00
Metal Reinforcement	34,700 lbs.	0.135	4,684.50
Prestressed Metal Reinforcement in Place	All Required (6%)		4,500.00
8-inch Metal Drain Pipe	15 lin. ft.	4.00	60.00
			\$ 31,522.50

Type Code X081Overflow Bridge #6775 (Sta. 739+10 to Sta. 740+18) (N. B. Lane)

Structural Excavation	50 cu. yds.	\$6.00	\$ 300.00
Furnish Concrete Piling	476 lin. ft.	7.00	3,332.00
Drive Concrete Piles	24 only	70.00	1,680.00
Class "A" Concrete	130 cu. yds.	70.00	9,100.00
Class "A-A" Concrete	31 cu. yds.	70.00	2,170.00
Metal Reinforcement	26,100 lbs.	0.135	3,523.50
Prestressed Metal Reinforcement in Place	All Required (3%)		2,250.00
			<u>\$ 22,355.50</u>

Type Code X081Overflow Bridge #8127 (Sta. 748+00 to Sta. 749+08) (S.B. Lane)

Structural Excavation	94 cu. yds.	\$6.00	\$ 564.00
Furnish Concrete Piling	566 lin. ft.	7.00	3,962.00
Drive Concrete Piling	32 only	70.00	2,240.00
Class "A" Concrete	190 cu. yds.	70.00	13,300.00
Class "A-A" Concrete	73 cu. yds.	70.00	5,110.00
Metal Reinforcement	40,700 lbs.	0.135	5,494.50
Prestressed Metal Reinforcement in Place	All Required (6%)		4,500.00
8-inch Metal Drain Pipe	20 lin. ft.	4.00	80.00
			<u>\$ 35,250.50</u>

Type Code X081Overflow Bridge #8129 (Sta. 757+04 to Sta. 760+04) (S.B. Lane)

Structural Excavation	90 cu. yds.	\$6.00	\$ 540.00
Furnish Concrete Piling	1,663 lin. ft.	7.00	11,641.00
Drive Concrete Piles	76 only	70.00	5,320.00
Class "A" Concrete	477 cu. yds.	70.00	33,390.00
Class "A-A" Concrete	203 cu. yds.	70.00	14,210.00
Metal Reinforcement	106,300 lbs.	0.135	14,350.50
Prestressed Metal Reinforcement in Place	All Required (17%)		12,750.00
8-inch Metal Drain Pipe	18 lin. ft.	4.00	72.00
			<u>\$ 92,273.50</u>

Type Code X081Overflow Bridge #8131 (Sta. 783+81 to Sta. 785+70) (S.B. Lane)

Structural Excavation	63 cu. yds.	\$6.00	\$ 378.00
Furnish Concrete Piling	882 lin. ft.	7.00	6,174.00
Drive Concrete Piles	34 only	70.00	2,380.00
Class "A" Concrete	221 cu. yds.	70.00	15,470.00
Class "A-A" Concrete	91 cu. yds.	70.00	6,370.00
Metal Reinforcement	46,700 lbs.	0.135	6,304.50
Prestressed Metal Reinforcement in Place	All Required (8%)		6,000.00
8-inch Metal Drain Pipe	30 lin. ft.	4.00	120.00
			<u>\$ 43,196.50</u>

Subtotal ALTERNATE "A"

\$404,909.50

ALTERNATE "B"

Type Code X021Overflow Bridge #8120 (Sta. 661+40 to Sta. 662+57) (S.B. Lane)

Structural Excavation	69 cu. yds.	\$6.00	\$ 414.00
Furnish Concrete Piling	720 lin. ft.	7.00	5,040.00
Drive Concrete Piles	30 only	70.00	2,100.00
Class "A" Concrete	238 cu. yds.	70.00	16,660.00
Metal Reinforcement	64,750 lbs.	0.135	8,741.25
8-inch Metal Drain Pipe	25 lin. ft.	4.00	100.00
			<u>\$ 33,055.25</u>

Type Code X021

Frontage Road Bridge #8363 (Sta. 662+19 to Sta. 663+36)

Structural Excavation	39 cu. yds.	\$6.00	\$	234.00
Furnish Concrete Piling	432 lin. ft.	7.00		3,024.00
Drive Concrete Piles	18 only	70.00		1,260.00
Class "A" Concrete	150 cu. yds.	70.00		10,500.00
Metal Reinforcement	37,200 lbs.	0.135		5,022.00
				<u>\$ 20,040.00</u>

Type Code X021

Overflow Bridge #8121 (Sta. 678+11 to Sta. 680+45) (S. B. Lane)

Structural Excavation	54 cu. yds.	\$6.00	\$	324.00
Furnish Concrete Piling	1,146 lin. ft.	7.00		8,022.00
Drive Concrete Piles	45 only	70.00		3,150.00
Class "A" Concrete	379 cu. yds.	70.00		26,530.00
Metal Reinforcement	102,800 lbs.	0.135		13,878.00
				<u>\$ 51,904.00</u>

Type Code X021

Overflow Bridge #8122 (Sta. 691+00 to Sta. 692+08) (S. B. Lane)

Structural Excavation	69 cu. yds.	\$6.00	\$	414.00
Furnish Concrete Piling	822 lin. ft.	7.00		5,754.00
Drive Concrete Piles	30 only	70.00		2,100.00
Class "A" Concrete	223 cu. yds.	70.00		15,610.00
Metal Reinforcement	59,100 lbs.	0.135		7,978.50
				<u>\$ 31,856.50</u>

Type Code X021

Overflow Bridge #8124 (Sta. 727+55 to Sta. 729+25) (S. B. Lane)

Structural Excavation	54 cu. yds.	\$6.00	\$	324.00
Furnish Concrete Piling	1,027 lin. ft.	7.00		7,189.00
Drive Concrete Piles	38 only	70.00		2,660.00
Class "A" Concrete	295 cu. yds.	70.00		20,650.00
Metal Reinforcement	72,400 lbs.	0.135		9,774.00
8-inch Metal Drain Pipe	25 lin. ft.	4.00		100.00
				<u>\$ 40,697.00</u>

Type Code X021

Overflow Bridge #8128 (Sta. 738+80 to Sta. 739+88) (S. B. Lane)

Structural Excavation	69 cu. yds.	\$6.00	\$	414.00
Furnish Concrete Piling	594 lin. ft.	7.00		4,158.00
Drive Concrete Piles	30 only	70.00		2,100.00
Class "A" Concrete	223 cu. yds.	70.00		15,610.00
Metal Reinforcement	59,100 lbs.	0.135		7,978.50
8-inch Metal Drain Pipe	15 lin. ft.	4.00		60.00
				<u>\$ 30,320.50</u>

Type Code X021

Overflow Bridge #6775-A (Sta. 739+10 to Sta. 740+18) (N. B. Lane)

Structural Excavation	50 cu. yds.	\$6.00	\$	300.00
Furnish Concrete Piling	476 lin. ft.	7.00		3,332.00
Drive Concrete Piles	24 only	70.00		1,680.00
Class "A" Concrete	171 cu. yds.	70.00		11,970.00
Metal Reinforcement	45,600 lbs.	0.135		6,156.00
				<u>\$ 23,438.00</u>

Type Code X021Overflow Bridge #8127 (Sta. 748+00 to Sta. 749+08) (S. B. Lane)

Structural Excavation	81 cu. yds.	\$6.00	\$ 486.00
Furnish Concrete Piling	604 lin. ft.	7.00	4,228.00
Drive Concrete Piles	34 only	70.00	2,380.00
Class "A" Concrete	258 cu. yds.	70.00	18,060.00
Metal Reinforcement	70,200 lbs.	0.135	9,477.00
8-inch Metal Drain Pipe	20 lin. ft.	4.00	80.00
			<u>\$ 34,711.00</u>

Type Code X021Overflow Bridge #8129 (Sta. 757+04 to Sta. 760+04) (S. B. Lane)

Structural Excavation	78 cu. yds.	\$6.00	\$ 468.00
Furnish Concrete Piling	1,842 lin. ft.	7.00	12,894.00
Drive Concrete Piles	84 only	70.00	5,880.00
Class "A" Concrete	688 cu. yds.	70.00	48,160.00
Metal Reinforcement	193,600 lbs.	0.135	26,136.00
8-inch Metal Drain Pipe	18 lin. ft.	4.00	72.00
			<u>\$ 93,610.00</u>

Type Code X021Overflow Bridge #8131 (Sta. 783+81 to Sta. 785+70) (S. B. Lane)

Structural Excavation	54 cu. yds.	\$6.00	\$ 324.00
Furnish Concrete Piling	989 lin. ft.	7.00	6,923.00
Drive Concrete Piles	38 only	70.00	2,660.00
Class "A" Concrete	312 cu. yds.	70.00	21,840.00
Metal Reinforcement	82,800 lbs.	0.135	11,178.00
8-inch Metal Drain Pipe	30 lin. ft.	4.00	120.00
			<u>\$ 43,045.00</u>

Subtotal ALTERNATE "B" \$402,677.25

Subtotal (Using Alternate "B") \$724,374.75

10% Engr. & Cont. 72,437.47

Total \$796,812.22

Length of 19 Structures - - - 0.271 Mile

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineer-			
ing	\$ 9,000.00	\$ 8,000.00	\$ 1,000.00
Structures *	<u>796,812.22</u>	<u>736,100.00</u>	<u>60,712.22</u>
	<u>\$805,812.22</u>	<u>\$744,100.00</u>	<u>\$61,712.22</u>

* Using Alternate "B"

RECEIVED
JUL 1 1957

FOR FILING

I-176 (17)

4992

July 1, 1957

Tom Lillebo Construction Company
Box 165
Reedsport, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4992 for construction of five bridges on the North Jefferson Junction-Santiam Junction Section of the Pacific Highway in Marion and Linn Counties.

This award was based on your bid of \$62,641.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED

JUL 5 1957

FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

4992

08-35

June 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence of this date in award of contract No. 4992 for Oregon Project I-176(17), North Unit, S.P.R.R. Overcrossing-Santiam Junction (Structures) Section of the Pacific Highway, to Tom Lillebo Construction Co. of Reedsport, Oregon, low bidder in the amount of \$62,641.00 at today's bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Ans

RECEIVED
JUN 13 1957

FOR FILING

OREGON DISTRICT

I-176(17)

4192

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 12, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-176(17), structures on the North Jefferson Junction - S.P. Overcrossing Section of the Pacific Highway. This approval is given subject to your making any corrections or revisions which may be found necessary following the complete review of the design details.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

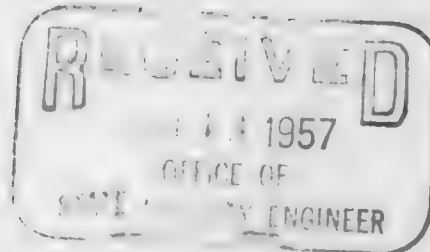
Very truly yours,

C. G. Polk
Division Engineer

By

E. H. Cowan

E. H. Cowan
Acting Division Engineer



26-1082 Ross Island Br. Widening 1957
#4993 on the Mt. Hood Hwy.

RECEIVED
MAR 11 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

March 12, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1993
(VOUCHER NO.)

6 Foot Final
(WARRANT NO.)

Inland Construction Co.
(AMOUNT)

(DATE)

1993

H 206527

\$ 94.95

3/12/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: June 30, 1958. (All work except painting—100 workdays from 7-10-57)

Time Extensions: None

Completion Date: Nov. 27, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 13 1958
BRW.

NOTED ON CARD
em

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 12, 1958

2-1-58
(CONTRACT NO.)
4993
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

5 Final
(WARRANT NO.)

Inland Construction Co.
(AMOUNT) (DATE)

30706

H206422

\$ 15,338.31

3/12/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion Date: June 30, 1958. (All work except painting—100 workdays from 7-10-57)

Time Extensions: None

Completion Date: Nov. 27, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Mar. 12, 1958

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized *H. B. Glaisyer*

H. B. Glaisyer
Secretary

Warrant Mailed MAR 13 1958
W. R. W.

NOTED ON CARD
W. R. W.

RECEIVED
MAR 4 - 1958

FOR FILING

CERTIFIED MAIL

March 3, 1958

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4993 for work performed on the Ross Island Bridge, of the Mount Hood Highway in Multnomah County, was completed by the contractor, Inland Construction Company, on November 27, 1957, and was formally accepted by the Highway Commission on January 16, 1958.

Final payment in the amount of \$94.95 will be released to the contractor on or after March 13, 1958. The total contract amount is \$132,662.76, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds

RECEIVED
JUL 1 1957

FOR FILING

July 1, 1957

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4993 for widening of the Ross Island Bridge on the Mt. Hood Highway in Multnomah County.

This award was based on your bid of \$131,940.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

#4994

I-36(11) Chenoweth Cr.-The Dalles
Sec. (Illumination Proj.)

1957

RECEIVED
FEB 21 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Feb. 18, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

(VOUCHER NO.)

h Final
(WARRANT NO.)

Steeck Electric Co.
(AMOUNT) (DATE)

3036

H 204654

\$ 1,390.92

2/18/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: **60 days from July 10, 1957**

Time Extensions: **None**

Completion Date: **Oct. 16, 1957**

Date Accepted: **Dec. 5, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Feb. 18, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 19 1958
G. R. W.

NOTED ON CARD
U. M.

RECEIVED
FEB 7 - 1958

FOR FILING

4999

Feb. 7, 1958

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4994, for illumination installation on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County was completed by the contractor, Steck Electric Company, on Oct. 16, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of \$1,390.92 will be released to the contractor on or after Feb. 17, 1958. The total contract amount is \$14,195.92, of which amount \$149.34 represents force account items.

The State is not advised of any unpaid claims for labor of materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: C. M. Pratt, Res. Agent
404 Equitable Bldg.
Portland, Oregon

NOTED ON CARD

elm

RECEIVED
JUL 1 1957

FOR FILING

4994

July 1, 1957

Steeck Electric Company
P. O. Box 1243
Medford, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4994 for the Chenoweth Creek - The Dalles Section of the Columbia River Highway Illumination Project in Wasco County.

This award was based on your bid of \$13,900.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUN 18 1957

0000 11111

08-35

June 17, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-36(11), Chenoweth
Creek-The Dalles Illumination Project

Dear Sir:

Reference is made to P. S. and E. documents for the above project. We cannot approve the project as submitted for the reason that a portion of the proposed lighting work is considered to be of a temporary nature and is on roadways that will not be a part of the main Interstate routing planned for construction in the near future.

The work to which we refer as temporary includes installations that will necessarily be moved to conform to future alignment of the main highway or will be altered in accordance with the State's accepted practice of using the brighter mercury arc lights to define the main highway and fluorescent units on frontage and connecting road channelizations.

Variations between present and future alignments can be readily seen on the completed plans but were not so apparent in data available at the program stage.

We understand it is the intention of the Highway Department, in view of our withholding approval of this project, to proceed with advertising and award of contract without Federal participation.

For the latest thinking at our Washington office on the subject of highway lighting, we refer you to Assistant Commissioner Williams' circular memorandum of June 11, 1957. The memorandum, copies of which were sent you, presents the observations of Deputy Assistant Commissioner Joseph Barnett following his participation in the 1957 Street and Highway Lighting Conference, held in Asheville, North Carolina on May 14.

Very truly yours,

G. N. DIX
Division Engineer

NOTED
FORREST COOPER

Original
to Mr. Barnett

34-3252 Manning Sand Shed
#4995

1957

RECEIVED
AUG 13 1958

FOR FILING

24 2 2 2
4995

August 12, 1958

American Surety Company of New York
600 Yeon Building
Portland 4, Oregon

Attention: Mr. M. C. Hitchcock
Claim Secretary

Gentlemen:

In reply to your letter of August 8, Goodat Crane Service of Portland has not filed with us any claim for services rendered to Merrell Steel Co. for construction of a sand shed under our Contract No. 4995.

This contract was completed August 24, 1957 and accepted by the State Highway Commission September 12, 1957.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

W. E. MCKELL
Chairman of the Board and President



American Surety Company
of New York

PORTLAND BRANCH OFFICE
600 YEON BUILDING
522 S.W. FIFTH AVENUE - PORTLAND 4, OREGON - TEL. CAPITOL 8-9438

August 8, 1958

DAVID A. LEWIS
Manager

State Highway Commission
Salem, Oregon

Re: Bond 39-570-545
Merrell Steel Co. -to-
Oregon State Highway Department
Construction of Sand Shead
Contract # 4995

Gentlemen:

Will you please advise as to whether Goodat Crane Service of Portland, Oregon has filed a claim for non payment of services rendered to Merrell Steel Co. in connection with the above numbered contract.

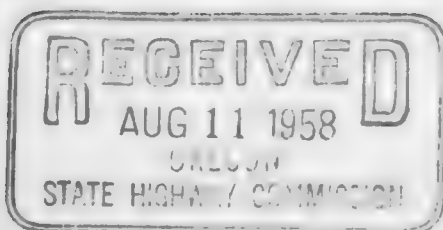
Also, would you please advise the date of acceptance of completion of work of Merrell Steel Co.

We thank you for your attention to this matter.

Very truly yours,


M. C. Hitchcock
Claim Secretary

BSG:MCH



RECEIVED
SEP 27 1957

FOR FILING

34-3-202
(CONTRACT NO.)

4995
(VOUCHER NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 20, 1957

(EST. NO.)

(CONTRACTOR)

2 Final

Merrell Steel Company

(WARRANT NO.)

(AMOUNT)

(DATE)

21658

H192275

\$2,896.40

Sept. 20, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertrude Chapin
ACCOUNTING DIVISION

Specified completion Date: 80 workdays from 7-10-57

Time Extensions: None

Completion Date: Aug. 24, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 23, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
SEP 27 1957

LC

NOTED ON CARD

lm

RECEIVED
SEP 13 1957

FOR FILING

Sept. 17, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4995 for work performed on the Manning SandShed in Washington County was completed by the contractor, Merrell Steel Company, on August 24, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$2,896.40, will be released to the contractor on or after Sept. 27, 1957. The total contract amount is \$8,912.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

[Signature]

RECEIVED
JUL 1 1957

FOR FILING

344-2-11
4495

July 1, 1957

Merrell Steel Company
2207 N. W. Front
Portland, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 awarded to you State Highway Contract No. 4995 for construction of the Manning Sand Shed near Manning on the Sunset Highway in Washington County.

This award was based on your bid of \$8,912.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAY 21 1957

FOR FILING

34-3152

FORM 800-20M-2-52-5488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 16, 1957

SUBJECT: Proposed Sand Shed at Manning

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

L

Herewith sketch map showing suggested location of 60' x 63' Sand Shed budgeted for construction at Manning in 1957. The old shop building has been torn down and the fill extended. The proposed location of the sand shed will not interfere with access to the open storage shed now under construction at the location shown and will provide ready access to the highway both for charging the sand shed and for sanding. The sand shed will also screen from highway view the old shed and the area South of the sand shed where asphalt barrels are stored.

At the present time sanding material is stockpiled adjacent to the railroad overhead crossing about a mile to the East. It often becomes covered with snow and freezes so that there is difficulty with the sander. The stockpiling of the material in the sand shed as it is produced will involve little extra cost and will provide dry sanding material at headquarters where no deadhead haul will be involved. Mr. Hayes pointed out that dry sanding material goes much farther and is both more economical and effective.

Our budget item is \$9,300, whereas the latest bids for this size sand shed have run around \$11,000. The overrun can be made up from the amount set up for the sand shed at Roberts Mountain, which has been postponed for 1957.

We have asked Mr. Huntley to give us a floor elevation for the proposed sand shed tied into a Bench Mark on the gas pump island in the next few days.

APPROVED 5-20-57

W. W. Stiffler
Assistant State Highway Engineer

IAD:hl
Enclosures

I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer



NOTED
W. W. STIFFLER

SUNSET HIGHWAY



ELEVATIONS SHOWN AT BUILDING SITE ARE TOP OF EXISTING GROUND. TOP OF SHOP FLOOR TO BE EL. 98.00. CARRY ALL FOOTINGS TO SOLID FOUND. THIS CONTRACT CONSISTS OF THE CONSTRUCTION OF 32' x 105'-4" MAINTENANCE BUILDING, A SIZE "A" SEPTIC TANK COMPLETE WITH SEWER LINE AND 3 LINES OF DISPOSAL LATERALS 24" WIDE & 35' LONG AS SHOWN ON DRAWING NO. 9807. POWER LINE SHALL BE CARRIED INTO AND CONNECTED TO ENTRANCE CABINET. INSTALL A 3/4" WATER LINE FROM WATER MAIN INTO BUILDING. GRADING & SURFACING OF YARD BY OTHERS.

Rosebud

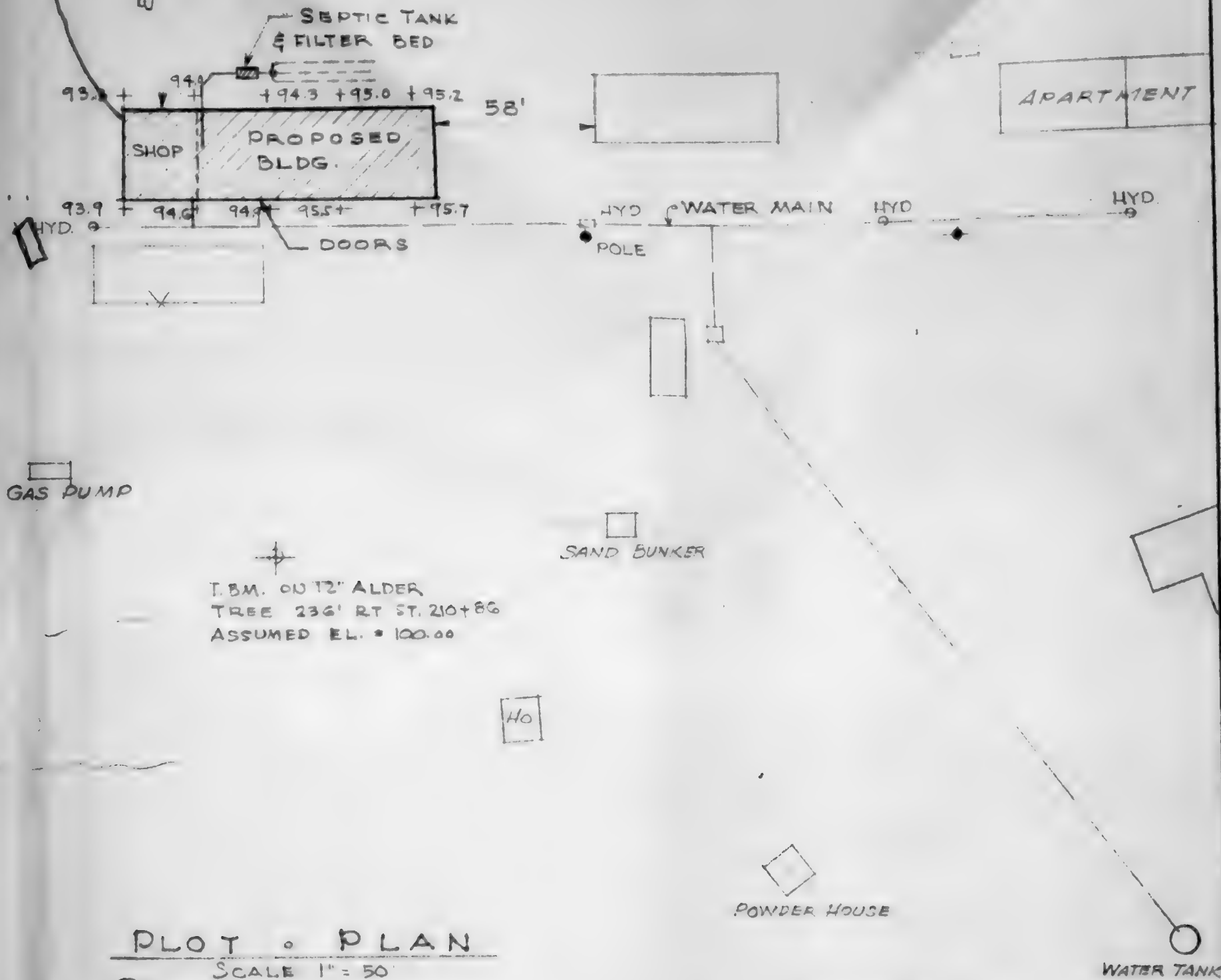
APPROVED:
[Signature]
BRIDGE ENGINEER

W. B. ...
STATE HIGHWAY

HIGHWAY

POWER POLE

TO PORTLAND



PLOT . PLAN

SCALE 1" = 50

APPROVED:

BRIDGE ENGINEER

STATE HIGHWAY ENGINEER

OREGON
STATE HIGHWAY DEPARTMENT
MAINTENANCE BUILDING

AT

MANNING - WASHINGTON COUNTY

DRAWN BY CCS
TRACED BY CCS
JOB NO. 7752

JUNE 1, 1953
SHEET 1 OF 6
DRAWING S-182

ACCOMPANIED BY DRAWINGS 9807, 10877-8, 10868-9

12-1031 John Day (S.W. 2nd Ave.- 1957
S. City Limits) Sec.
#1996 (grading and cilling)

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 21, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

4996
(VOUCHER NO.)

5 Final
(WARRANT NO.)

Cartwright Construction Co.
(AMOUNT) (DATE)

23954

H225849

\$ 1,278.72

10-21-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from July 15, 1957**

Time Extensions: **Extension of time denied**

Completion Date: **June 28, 1958**

Date Accepted: **July 31, 1958**

Penalties: **None of record**

Claims: **Claim by Central Oregon Welder's Supply, Inc., in amt. of \$111.87.**
Claim of Morgan Truck Service, Inc., for freight in amt. of \$189.63.

Remarks:

Date: **Oct. 21, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

OCT 24 1958
HC

NOTED ON CARD

em

RECEIVED
OCT 27 1958

FOR FILING

121031

4996

October 21, 1958

Oregon State Highway Commission

Gentlemen:

Developments in the construction of the S.W. 2nd Avenue-South City limits (John Day) Section on the John Day-Burns Highway have resulted in an overrun in the project authorization of \$4,300 or 14.7 per cent.

This overrun has been occasioned by the necessity to increase the surfacing and binder quantities over that originally anticipated. An overrun in engineering costs also developed on the job due to carrying the job over a winter because of an inexperienced contractor. Part of the increase in engineering was offset by collection from the contractor of \$340 in liquidated damages for overrun of time.

In view of the above, it is requested that the project authorization for this job be increased in the amount of \$4,300.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp:ar

cc to: Tom Edwards

Robert
Mason

RECEIVED

OCT 14 1958

FOR FILING

Oct. 14, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4996 for grading and cilling on the John Day (S. W. 2nd Ave.-S. City Limits) Section of the John Day-Burns Highway in Grant County was completed by the contractor, Cartwright Construction Company, on June 28, 1958, and was formally accepted by the Highway Commission on July 31, 1958.

Final payment in the amount of \$1,278.72 will be released to the contractor on or after October 24, 1958. The total contract amount is \$28,230.38, of which amount \$524.53 represents force account items.

There are claims filed against this project, of which you have been previously notified, aggregating \$301.50.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 22 1958
FORM E-20 25M 9-51 92916

FOR FILING

12-1031

4996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 1, 1958

SUBJECT: John Day
(S. W. 2nd Avenue-S. City Limits)
Contract No. 4996

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L

I am submitting herewith a report on Expected Over-Run of Project Authorization on the caption named job. The job has over-run \$4,300 or 14.7%.

Major factors in the over-run were:

1. The need to replace the existing surfacing which was originally figured to be utilized.
2. Necessity to reinforce the binder to carry the job over a winter.
3. High engineering costs due to winter carry over and inexperience of the contractor requiring continuous inspection in detail.

Partial offset of the total over-run was collected from the contractor on 14 days liquidated damages amounting to \$840 on time.

In view of the above, it is recommended that the Highway Commission be requested to increase the authorization for this project in the amount of \$4,300. A rough draft of a letter to the Commission to this effect is submitted herewith for your consideration.

Tom Edwards
Construction Engineer

By

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Attachments



NOTED
FORREST COOPER

RECEIVED
JUN 5 - 1958

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

FOR FILING

Project Name	John Day (SW 2nd Ave. S. City Limits)	Date	September 30, 1958
Highway	John Day-Burns	Contract No.	1996
County	Grant	Kind of Work	Grade-Cut
Contract Amount	4996	Contractor	Cartwright Constr. Co.
			\$25,739.25

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
# 3 General Exc. incl.	+ 102.4	1.00	+ 102.40
# 9 Coarse Crushed Mat'l in base	+ 459	2.50	+ 1147.50
#10 3/4"-0" Material in base	+ 76	3.00	+ 228.00
#13 3/4"-0" Material in binder	+ 168	4.00	+ 672.00
#14 MC-2 Asphalt	+ 9.54	65.00	+ 620.10
#15 Furn & Place Aggregates	+ 80	4.00	+ 320.00
#16 120-150 Asphalt	- 2.91	65.00	- 189.15
			- 94.25

Minor items, unitemized algebraic total

Subtotal

Approved work orders (Price, extra work and state force orders)

Expected over-runs and under-runs in work orders:

Major items, itemized:

Flagging (State Share)	+ 324.53
Temporary Signing	+ 142.53

Minor items, unitemized algebraic total

Subtotal

Authorization for engineering

Expected over-run or under-run of engineering authorization

Costs not included above (explain)

Allowance for future contingencies (— % of work remaining)

Credits to come from transfers and deductions **liquidated damages 14 days at \$60**

Present estimate of project cost

Brief Statement of principal causes of over-run: **Base material originally figured to utilize oil mat. Specifications required removal and replacement. Overrun in binder due to holding surfacing through winter season. Engineering overrun due to inexperience and slowness of contractor requiring continuous inspection with small amount of work accomplished.**

INSTRUCTIONS A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.	Project authorization	\$ 29,181.65	Space to right of this line is for use of Salem office.
	Present estimate of project cost	\$ 33,484.16	
	Expected over-run (Amount)	\$ 4,302.51	
	Expected over-run (per cent)	14.74	

Submitted by: **L. C. Johnson**
Resident Engineer

Confirmed by: **A. F. Parson**
Division Engineer

Noted by: *[Signature]* Construction or Bridge Engineer

Noted by: *[Signature]* Deputy or Assistant State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 5, 19 58

Section John Day (S.W. 2nd Ave.-S. City Limits)
 Highway John Day-Burns County Grant
 Contractor Cartwright Const. Co.
 Date of contract July 2, 19 57
 Date work started July 22, 19 57
 Kind of work Grading and Oiling
 Section prefix 12-1031
 Contract number 4996
 Specified work days 60
 Work days used 74
 Project authorization \$ 29,181.65
 Exclusive of engineering \$ 27,106.51
 Per cent of time elapsed 123.3 %
 Estimated cost of completed project, exclusive of engineering \$ 27,877.95
 Estimated per cent overrun or underrun 2.8 %
 Per cent of contract completed, based on total contract price 99 %
 Engineering authorization \$ 2,075.14
 Engineering cost to date \$ 4,795.00 231 % Date project was completed June 28, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has been maintaining O-11 and cleaning up project site during the week.

Semi-Final Estimate should be complete before July 12, 1958

FINAL REPORT THIS PROJECT.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
 JUL - 7 1958

NOTED- ☒ ☒ ☒ ☐ ☐
 CE ACE AGE COE

Signed L. C. Johnson
 Address 252 S. 1st Ave. Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.46	0.46		0.46	
Miles partially completed					
Miles completed	0.46	0.46		0.46	
Total estimated quantities (contract)	3800	3800		390 cy 72 ton	
Total quantities corrected to date	3902.4	3835		938 cy 78.51 ton	
Estimated quantities moved or placed to date	3902.4	3835		938 cy 78.51 ton	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy	None	
Tuesday	Showers	None	
Wednesday	Cloudy	None	
Thursday	"	"	
Friday	"	"	
Saturday			

RECEIVED
DIVISION OF HIGHWAYS
JUL 11 1961

RECEIVED
JAN 22 1958

FOR FILING

Jan. 20, 1958

Cartwright Construction Co.
Durham
Oregon

Gentlemen:

At its meeting held on Jan. 16, the State Highway Commission considered your request for an increase, without assessment of liquidated damages, in the number of workdays specified for completion of the work provided for in Contract No. 4996, on the John Day (S. W. 2nd Ave.-C. City Limits) Section of the John Day-Burns Highway in Grant County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work, without assessment of liquidated damages, was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tom Edwards
A. F. Parson
L. C. Johnson

NOTED ON CARD

24W

RECEIVED
JAN 6 - 1958

FOR FILING

Dec. 31, 1957

Morgan Truck Service, Inc.
John Day
Oregon

Gentlemen:

We have your letter of Dec. 26 stating that you have a claim in the amount of \$189.63 against Cartwright Construction Company for shipments delivered in the City of John Day.

Cartwright Construction Company has been awarded Contract No. 4996 for grading and oiling on the S. W. 2nd Ave.-South City Limits Section of the John Day-Burns Highway in John Day. The contract has not been completed and is not expected to be complete until the advent of dry weather early next summer.

United Pacific Insurance Company, through Rea & Ragsdale Agency, 2009 Main St., Baker, Oregon, furnished the performance bond, which bond also assures payment of bills incurred in the contract. If you feel that it is necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedure for this filing. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:cm
attach.

NOTED ON CARD

LM

RECEIVED
JAN 6 - 1958

FOR FILING

4716

*File's
not on card*

Dec. 11, 1957

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

A letter has been received from Morgan Truck Service, Inc., John Day, Oregon, stating that they have a claim for freight bills in the amount of \$189.63 against Cartwright Construction Company.

It appears that the bills may be in connection with our Contract No. 49% for grading and ciling S. W. 2nd Avenue-S. City Limits Section of the John Day-Burns Highway in the City of John Day.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

Rea & Ragdale Agency
2009 Main St.
Baker, Oregon

Cartwright Construction Co.
Burns, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

LM

John Day Phone 17
Boise Phone 3-4630

Portland Address
1947 N. W. Savier Street
CApitol 7-3564

RECEIVED
JAN 6 - 1958

FOR FILING

12-21
4776

MORGAN TRUCK SERVICE, Inc.

Home Office
JOHN DAY, OREGON

December 26, 1957

Oregon State Highway Dept.
Salem,
Oregon

Gentlemen:

We have freight bills totaling \$189.63 against Cartwright Construction Company, that are long past due. This is for shipments that were delivered in the City of John Day. Any help you can give us in making this collection will be greatly appreciated.

Thanking you kindly, we are,

Very truly yours,

MORGAN TRUCK SERVICE, INC.

W. Ray Morgan
W. Ray Morgan,
President

WRM/ss

Enc/

REFERRED TO
Quinn
BY SECRETARY

*prepare reply
note on card*



NOTED ON CARD

LM

In accou... with

- Cartwright Construction
- Durkee,
- Oregon

DATE 12 26 57 195

	BALANCE	189	63
FREIGHT BILLS HEREWITH:			
PRO NO.			
PLEASE REMIT			
THIS STATEMENT PAST DUE!!			

Bills payable within 7 days from presentation by order of the Interstate Commerce Commission.

RECEIVED
DEC 21 1957

FOR FILING

December 23, 1957

Oregon State Highway Commission

Request for extension of time
No. 2
January 16-17, 1958 meeting

Gentlemen:

The Cartwright Construction Company, which holds Contract No. 4996 for improvement of a short section of the John Day-Furne Highway in John Day, has requested an increase of five days in which to complete the project. It gives as its reason, the following:

"Oct. 11, 14, 15, 16, 17, 1957. During said dates we were digging out soft spots in the road which were not caused by any fault of ours and therefore should not be charged with these workdays."

An investigation discloses that October 14 was not actually charged as a workday; therefore, no extension could be granted for a day not charged. As to the other four days, I wish to advise that the digging out of soft spots in this case was purely incidental, and other work should have been in progress at the same time, as there was considerable work to be done in shaping the roadway to ready it for the binder course to follow. The weather was good during this period, with the exception of October 14. The project at this time is not complete, there being a binder course in place on the base, and it is probable that it will take three or four days to complete the project during the 1958 construction season.

Careful investigation indicates that the project was not prosecuted as vigorously as it could have been; therefore, it is my recommendation that the contractor's request for increase in workdays be denied.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

PC:mo fn

RECEIVED
FEB 17 1958

FOR FILING

FORM ESO-SOM-2-87-1476
4976

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1957

SUBJECT: John Day (S. W. 2nd Avenue-
S. City Limits) Section
John Day-Burns Highway
Contract No. 4996

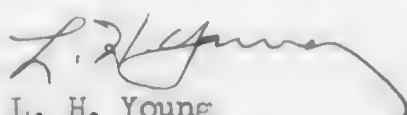
To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

SCHEDULE OF ACCOMPLISHMENT ON THIS JOB

- September 28 to October 5: Contractor processing $1\frac{1}{2}$ "-0 material, crushing intermittently on $3/4$ "-0 material.
- October 6 to October 12: Contractor crushing $3/4$ "-0. Processing and shaping of base was carried on during the week.*
- October 14: No work. Showers made crushing impossible. This was not charged as a workday.
- October 15: Crusher working. No other work in progress.
- October 16: Crusher working; no other work in progress.
- October 17: Crusher working; no other work in progress.
- October 18: Crusher working; no other work in progress.
- October 19: Contractor started processing material in an attempt to eliminate soft spots and shape roadway. This was a result of Division Engineer's inspection trip at that time.
- October 21: MC-2 binder placed.
- October 21 to 26: Binder curing out and decision made not to place 0-11 mat. No further workday count made against job.

*Weekly Report indicates that additional processing was made before binder could be applied.

LHY:jc


L. H. Young
Ass't Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1957

SUBJECT: John Day (S. W. 2nd Avenue-
S. City Limits) Section
John Day-Burns Highway
Contract No. 4996

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith a request by the contractor on the subject named job for an increase in number of workdays in which to complete the construction contract. The reasons given by the contractor for this increase in number of workdays are not valid for the following reasons:

1. October 14th, which the contractor claims should not be charged as a workday, was not charged as a workday at any time.

2. October 11th, 15th, 16th, and 17th could have been employed in shaping up the surfacing. This was not done and the fact that there were soft spots in the surfacing is purely incidental. Their correction was not a major portion of the work to be accomplished. As a matter of fact, the Division Engineer has unequivocally stated that the contractor did not work digging out and backfilling the soft spots as requested by the Resident Engineer and no attempt was made to get the road in shape during these days.

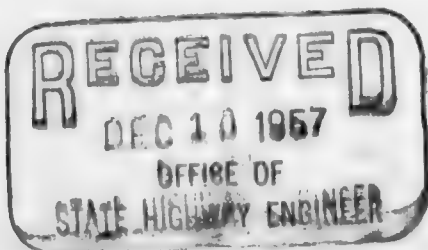
It is therefore recommended that an extension of workdays be denied. I am attaching hereto a copy of a report by the Division Engineer on this matter.

Tom Edwards
Construction Engineer

By *L. H. Young*
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 6, 1957

SUBJECT: Request for Increase of Workdays
John Day (S.W. 2nd Ave-S. City Limits)
John Day - Burns Highway
Contract No. 4996

To:

Mr. Tom Edwards
Construction Engineer
Salem

Enclosed herewith Contractors Request for Increase in Number of Workdays on subject project. It is noted that the contractor has submitted these on our form that has been "duplicated".

The contractor has asked for 5 days extension; namely October 11, 14, 15, 16, and 17, 1957. To begin with October 14th was not charged as a work day. The dates October 11, 15, 16 and 17 are days on which my letter of October 18th, pertains. The contractor states that on these dates that they were digging out soft spots which were caused by not any fault of theres and, therefore, they should not be charged work days. Had the roadway been properly prepared and surfaced prior to the soft holes the contractor would not have been charged work days. However, no attempt was made, as I could tell, on my inspection of October 18 that the road-bed had been properly prepared. Therefore, I recommend that the contractor's request be denied.

A. F. Parson
Division Engineer

AFP:gb

CONSTRUCTION DIVISION

RECEIVED

DEC 9 1957

NOTED-- ☐ ☒ ☐ ☐
CE AGE COL

RECEIVED
SEP 30 1957

FOR FILING

12-1031

4796

September 27, 1957

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

A letter has been received from Central Oregon Welder's Supply, Inc., P. O. Box 285, Bend, Oregon, stating that they have a claim against Cartwright Construction Company in the amount of \$111.87 for oxygen and acetylene furnished during the months of July, August, and September. The claim apparently pertains to our Contract No. 4796 for grading and oiling the S. W. 2nd Avenue-South City Limits Section of the John Day-Burns Highway in John Day.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Ree & Regedale Agency
2809 Main Street
Baker, Oregon

Cartwright Construction Co.
Durkee, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

em

FAQ:fp

RECEIVED
SEP 30 1957

FOR FILING

September 27, 1957

Central Oregon Welder's Supply, Inc.
P. O. Box 285
Bend, Oregon

Attention: Lucile Bishop

Gentlemen:

This is to acknowledge your letter of September 25 in which you state that Cartwright Construction Company owes you the sum of \$111.87 for oxygen and acetylene purchased during the months of July, August, and September. Your claim apparently pertains to our Contract No. 4996 awarded to Cartwright Construction Company for grading and oiling the S. W. 2nd Avenue-South City Limits Section of the John Day-Burns Highway in John Day.

The United Pacific Insurance Co., through Rea & Ragsdale Agency, 2009 Main Street, Baker, furnished the performance bond for this contract. The bond is provided to assure completion of the contract and payment of all bills incurred in it.

The contract has not yet been completed but if you feel it necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Highway Commission it is suggested that you file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, the claim will be entered in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD

em

**CENTRAL OREGON
WELDER'S SUPPLY, INC.**
P.O. Box 285 :- Bend, Ore.

Telephone EVergreen 2-2362

September 25, 1957

Mr. H. B. Glaisyer, Sec'y. Highway Comm.
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer,

We have a bill against Cartwright Construction Company of
Durkee, Oregon. This covers purchases of oxygen and acety-
lene from our John Day warehouse, and amounts to \$111.87
for the months of July, August and September.

As we have received no payment and understand that other
creditors have not been paid we are concerned.

Any information you can give us or suggestions you can
make to aid us in receiving this bill will be appreciated.

Yours very truly,

Julia E. Eickhoff
CENTRAL OREGON WELDERS SUPPLY, INC.

REFERRED TO
BY SECRETARY



NOTED ON CARD

em

LINDE

PUROX

STOODY

LINCOLN

VICTOR

RECEIVED
JUL 18 1957

FOR FILING

July 2, 1957

Gartwright Construction Company
Durkee, Oregon

Memorandum

The State Highway Commission on June 27, 1957 accepted your proposal for grading and oiling the John Day (S. W. 2nd Ave. - S. City limits) Section of the John Day-Burns Highway in Grant County for the sum of \$25,739.45 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4196.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

ATTENTION: Dorothy McCormick

NOTED
J. Mc C.

44007 S-271(5) Boring Grading and Paving 1957
Proj.

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED NOTED
Harold C. Ayers C. G. SWENSON

Lackawanna County
Oregon City, Oregon

Attne: County Court

Trail 4997
8-271(5)

NOTED
John P. Hagemann

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

Invoice No. 54398

Date February 11, 1958

Your Req. No.

Billing Request No. 00 387

Credit Distribution: 503-1005-297

Final Billing: Boring Section, FA 129, covered by agreement dated June 24, 1957.

Original advance deposit	5,700.00	
Less amount previously transferred	<u>4,700.00</u>	
Balance in advance deposit		1,000.00
County share total cost as per attached statement	5,589.11	
Less amount previously transferred	<u>4,700.00</u>	
Balance		<u>789.11</u>
To be refunded		510.89

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$.....

By

OREGON STATE HIGHWAY DEPARTMENT

COMPLETED 8/23/57
ITEMIZED STATEMENT OF FINAL COSTS

County CLATSOP Contract No. 4997 Date 2/11/58
FAS 129 Section Boring

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
------	------	------------	------------	------------

Payments to contractor as shown in attached tabulation				\$26,274.09
Construction engineering				<u>3,002.13</u>

TOTAL CONSTRUCTION COSTS - - - - - \$29,276.22

FEDERAL FUNDS COLLECTED FOR PROJECT- - - \$17,898.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

$(\$29,276.22 - \$17,898) \times 1/2 = \$5,689.11$

County Advance Deposit	\$5,700.00
Less County Share Costs	<u>5,689.11</u>

REFUND DUE COUNTY-- \$ 10.89

ITEM	Unit	Unit Price	Total Quantity To Date	Total Amount To Date	Previous Amount	Present Amount
1. Removal of walls	sq. yd.	1.00	103.54	103.54	103.54	-
2. Removal of catch basins	each	30.00	2	60.00	60.00	-
3. Drainage excav., unclass.	c.y.	4.00	8.12	32.48	32.48	-
4. General excav., unclass.	c.y.	.60	2,735.3	1,635.18	1,320.00	315.18
5. Finishing R/B and slopes	mils	4000.00	.28	1,120.00	1,120.00	-
6. 12" concrete pipe	l.f.	2.50	51	127.50	127.50	-
7. 8" sewer pipe	l.f.	2.50	21	52.50	52.50	-
8. Extra for pipe under pavement	l.f.	3.00	24	72.00	72.00	-
9. Concrete catch basins	each	75.00	4	300.00	300.00	-
10. Concrete curbs	c.y.	44.00	52.17	2,295.48	2,295.48	-
11. Concrete walks	sq. yd.	4.00	87.4	349.60	349.60	-
12. Coarse Gr. mat'l. in base	c.y.	3.00	2,402	7,206.00	7,206.00	-
13. 3/4"-0 mat'l. in base	c.y.	3.40	409	1,472.40	1,472.40	-
14. 3/4"-0 mat'l. in walks	c.y.	5.00	42	210.00	210.00	-
15. 1/2"-0 mat'l. in walks	c.y.	3.00	38	115.00	115.00	-
16. Sprinkling	N/gal	2.50	53	132.50	132.50	-
17. Class "B" asphaltic concrete	ton	.700	1,424.375	9,970.63	9,970.63	-
18. RS-1 asphalt	ton	60.00	.67	40.20	40.20	-
19. Extra for asph. conc. approach	each	25.00	18	450.00	450.00	-
20. Asphaltic conc. & affix markers	l.f.	2.00	57.6	115.20	115.20	-
Pavement removal	sq. yd.	2.00	51	102.00	102.00	-
Force Account				311.88	311.88	-

Audited and approved by	Totals	26,874.09	25,958.71	315.18
Period covered <u>To 8/23/57</u>	% Retained	-	778.77	778.77
Items <u>Curb, 42-7 - Box, 3 - Final</u>	Total Payments	26,874.09	26,180.14	1,093.95

Computed by G. Oring Checked by [Signature]
 Engineer Willard J. Bonfield
 Previous Voucher No. 21499

To be paid contractors, this estimate, \$ 1,093.95

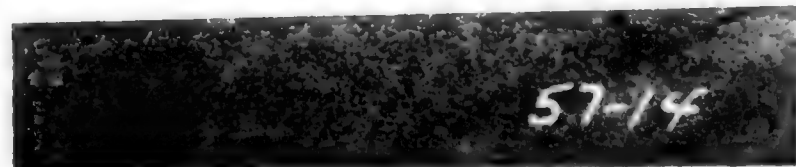
4-2-57

1957

FAS 129 County Clackamas Contract No. _____

Section Boring Section

Location 57-13 } End of Section



F

S

L

—

54 1957



S

5 + 1957

F

S

L

Clackamas County

FAB 129

Boring Section
from S. West end of town

4-2-57

Clackamas County

FAB 129

Boring Section

from West end of town

4-2-57



Clackamas County
3a8 129

Boring Section

From east end of town

4-2-57

Clackamas County

3a8 129

Boring Section

End of Curbed section

4-2-57

Contract # 4997

Monthly transaction number	Form 2A U.S. DEPARTMENT OF COMMERCE (5-31-57)	State Oregon
Project report number 1-24 RECEIVED IAN 6 - 1958	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 1-7-58	County Clackamas
		Project number 8-271(5)

FOR FILING

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 14, 19 57, is hereby modified as follows:

Revised estimated total cost of project \$ 29,127.69

Revised Federal funds \$ 17,922.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7 day of January, 19 58.

OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By <u>Charles Reynolds</u>	By <u>C. F. Rock</u>
Member, State Highway Commission (Title)	Division Engineer
By _____	
Member, State Highway Commission (Title)	
By <u>[Signature]</u>	
Member, State Highway Commission (Title)	
	<u>[Signature]</u> ASSISTANT STATE HIGHWAY ENGINEER

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Boring Section
Boring Road
Clackamas County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

DATE OF COMPLETION:

REMARKS: Modification of project Agreement to increase
the amount of Federal Funds.

Contract No. 4997

Monthly Transaction No. 10-88	For -2 (5-2-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	to Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT		County Clackamas
			Project No. 6-271(5)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
O.W.F.E. Company crossing at Boring northeasterly 0.3 mile (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/7/57	0.3
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 27,930.10	Federal funds \$ 17,200.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)
By *Charles H. Reynolds*
Chairman, State Highway Commission
(title)
By _____
Member, State Highway Commission
(title)
By *[Signature]*
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
By *C. H. Polk*
Division Engineer
Date executed by
Division Engineer October 14, 1957

RECOMMENDED FOR APPROVAL:
[Signature]
STATE HIGHWAY ENGINEER

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Boring Section
Clackamas-Boring Road
Clackamas County*

NATURE OF WORK:

Gravel Base

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4997 Oregon Asphaltic Paving Co. 7-2-57

DATE OF COMPLETION:

Comp. 8-23-57
Accepted: 9-12-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-271 (5)

BORING SECTION OF THE CLACKAMAS-
BORING ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Type Code 6201

Roadway (Sta. 378+00 to Sta. 393+50)
(Contract No. 4977)

Removal of Walls	45 sq. yds.	\$ 1.00	\$ 45.00
Removal of Catch Basins	2 only	30.00	60.00
Drainage Excavation, Unclassified	26 cu. yds.	4.00	104.00
General Excavation, Unclassified	2,270 cu. yds.	0.60	1,362.00
Finishing Roadbed and Slopes	0.28 miles	4,000.00	1,120.00
12-inch Concrete Pipe	50 lin. ft.	2.50	125.00
8-inch Sewer Pipe	50 lin. ft.	2.50	125.00
Extra for Pipe Under Pavement	30 lin. ft.	3.00	90.00
Concrete Catch Basins	2 only	75.00	150.00
Concrete Curbs	60 cu. yds.	44.00	2,640.00
Concrete Walls	45 sq. yds.	4.00	180.00
Coarse Crushed Material in Base	2,400 cu. yds.	3.00	7,200.00
3/4" - 0 Material in Base	450 cu. yds.	3.60	1,620.00
3/4" - 0 Material in Walls	45 cu. yds.	5.00	225.00
1/2" - 0 Material in Walls	22 cu. yds.	5.00	110.00
Sprinkling	100 M-Gals.	2.50	250.00
Class "B" Asphaltic Concrete	1,300 tons	7.00	9,100.00
B3 - 1 Asphalt	4 tons	60.00	240.00
Extra for Asphaltic Concrete Approaches	15 only	25.00	375.00
Asphaltic Concrete Traffic Markers	60 lin. ft.	2.00	120.00

\$25,241.00

Flagging (57 1/2% of Contractor's Cost)

150.00

Subtotal

\$25,391.00

10% Engr. & Cont.

2,539.10

Total

\$27,930.10

Length of Roadway 0.278 mile
Cost of Roadway Per Mile \$100,107.88

Federal Funds \$ 17,200.00
State Funds 5,365.05
County Funds 5,365.05
\$ 27,930.10

State Funds for Construction:

Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

Funds for Maintenance:

Chapter 529, Laws 1939.

NOTE:

Necessary funds have been deposited by Clark County with the Highway Department.

Mr. Williams

RECEIVED

OCT 31 1957

W. C. WILLIAMS

October 24th, 1957

Boring City Street
Contract #4997FINAL COST ANALYSIS
Grading and Paving Clackamas-Boring County Road
Oregon Asphaltic Paving Co. Prefix 503-1065-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
4997 Removal of Walks	103.54	Sq. Yd.	\$ 0.79	\$ 1.00	\$ 81.81	\$ 103.54
Removal of Catch Basins	2	Each	19.98	30.00	39.95	60.00
Drainage Excav., Unclass.	8.12	Cu. Yd.	3.95	4.00	32.04	32.48
General " "	2,725.3	" "	0.50	0.60	1,370.13	1,635.18
Finishing R/B & Slopes	.28	Mile	3,523	4,000	986.44	1,120.00
12" Concrete Pipe	51	Lin. Ft.	2.48	2.50	126.70	127.50
8" Sewer Pipe	21	" "	2.17	2.60	45.56	52.50
Extra for Pipe Under Pavement	24	" "	2.41	3.00	57.89	72.00
Concrete Catch Basins	4	Each	65.00	75.00	260.00	300.00
" Curbs	52.17	Cu. Yd.	36.00	44.00	1,982.46	2,295.48
" Walks	87.4	Sq. Yd.	3.86	4.00	337.46	349.60
Coarse Cr. Mat'l. in Base	2,402	Cu. Yd.	2.25	3.00	5,410.82	7,206.00
3/4"-0 Mat'l. in Base	409	" "	2.78	3.60	1,137.07	1,472.40
3/4"-0 " " Walks	42	" "	4.22	5.00	177.31	210.00
1/4"-0 " " "	23	" "	5.18	5.00	119.10	115.00
Sprinkling	53	M/Gal.	2.12	2.50	112.56	132.50
Class "B" Asphaltic Concrete	1,424.375	Ton	5.62	7.00	8,001.89	9,970.63
RS-1 Asphalt	.67	"	47.55	60.00	31.86	40.20
Extra for Asphaltic Concrete Approaches	18	Each	20.75	25.00	373.44	450.00
Asphaltic Concrete Traffic Markers	57.6	Lin. Ft.	1.42	2.00	81.82	115.20
PA #1, Pavement Removal	51	Sq. Yd.	0.87	2.00	44.56	102.00
Force Account					287.33	311.88
					\$21,098.02	\$21,774.09

Gross Revenue \$26,274.09

Total Cost 21,098.02

Net Profit \$ 5,176.07

Net Profit Equals 19.7% of Gross Revenue

Detail of Cost

Contract #4997

Labor:

Labor	\$4,634.78	
Labor Insurance	<u>460.63</u>	\$ 5,095.41

Equipment Rental & Misc. Supplies:

Equipment Rental Owned	\$3,097.43	
" " Rented	181.60	
Gas, Oil and Grease	229.43	
Move In	97.13	
Bond	189.30	
P.L. & P.D. Insurance	57.93	
Home Office & Overhead	<u>1,313.70</u>	5,166.52

Materials:

12" Concrete Pipe	51 Lin. Ft.	at \$ 0.95	\$ 48.45	
8" Sewer Pipe	21 " "	" 0.65	7.80	
Coarse Materials in Base	2,397 Cu. Yd.	" 1.00	2,397.00	
3/4"-0 " " "	320 " "	" 1.00	320.00	
3/4"-0 " " Walks	131 " "	" 1.00	131.00	
1/4"-0 " " "	23 " "	" 1.75	40.25	
Class "B" Asphalt	1,424.375 Ton	" 3.74	5,322.57	
RS-1	.67 "	" 31.00	<u>20.76</u>	8,287.83

Work Done by Luybens & Sons	\$2,548.36	
	<u>2,548.36</u>	

Total Cost \$21,098.02

Remarks:

This project was a "Federal Aid Secondary Project" calling for widening of 0.28 mile of street roadbed, approximately 2,270 cu. yds. of excavation, construction of 0.28 mile of stone base, shoulders and walks, involving 2,900 cu. yds. of crushed materials and 1,300 tons of asphaltic concrete.

The southerly end of the project is at Station 387+80, which station is at the northerly edge of the O.W.P. & Ry. Company crossing in Boring. The northerly end of the project is at Station 393+50, which station is approximately 0.04 mile northeasterly of the junction of the Clackamas-Boring County Road with Market Road No. 17. The overall length of the project is 0.28 mile.

Contract was bid June 27th, 1957 and was awarded July 2nd, 1957. Work started July 19th, 1957 and was completed August 23rd, 1957.

Progress was very good. General excavation was made more difficult due to presence of logs and timbers found under old roadbed. Purchasing of aggregate from Rogers Construction Co. for \$1.00 per cu. yd for base and 3/4"-0 was a definite advantage which contributed to a portion of the profit.

Equipment used on project was a D4 with loader, Austin blade, roller, water wagon, five 5 cu. yd. trucks, two 8 cu. yd. trucks, two pickups, equipment trailer, 1 1/2-ton flatbed truck, Barber-Greene paving machine, service truck and miscellaneous small tools.

Good supervision and well organized operation contributed to a good profit.

H. H. Juve
Chief Cost Analyst

By . . H. H. Sturgis

RECEIVED
OCT 15 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

October 10, 1957

files

8-271 (54)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1997
(VOUCHER NO.)

3 Final
(WARRANT NO.)

Oregon Asphaltic Paving Co.
(AMOUNT) (DATE)

2204

H193736

\$ 1,093.95 Oct. 10, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapin
ACCOUNTING DIVISION

Specified completion Date: **50 workdays from 7-15-57**

Time Extensions: **None**

Completion Date: **Aug. 23, 1957**

Date Accepted: **Sept. 12, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Oct. 11, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

OCT 11 1957

gc

NOTED ON CARD

Wm

RECEIVED
SEP 30 1957

FOR FILING

1275
4997

Sept. 27, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4997 for grading and paving on the Boring Section of the Clackamas-Boring County Road in Clackamas County was completed by the contractor, Oregon Asphaltic Paving Co., on August 23, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of \$1,093.95 will be released to the contractor on or after October 7, 1957. The total contract amount is \$26,274.09, of which amount \$311.88 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tate, Westenfelder & Berg, Inc.
Wilecox Bldg.
Portland 4, Oregon

NOTED ON CARD

em

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

8-11(5)
4997

Section <u>BORING</u>		For Week Ending <u>August 31</u> , 19 <u>57</u>
Highway <u>Clackamas to Boring Co. Rd.</u> County <u>Clackamas</u>		Kind of work <u>Grading & Paving</u>
Contractor <u>Oregon Asphaltic Paving Co.</u>		Section prefix <u>503-1065</u>
Date of contract <u>July 2</u> , 19 <u>57</u>		Contract number <u>4997</u>
Date work started <u>July 19</u> , 19 <u>57</u>		Specified work days <u>50</u>
		Work days used <u>30</u>
Project authorization \$ <u>28,649.25</u>		Per cent of time elapsed <u>60</u> %
Exclusive of engineering \$ <u>26,611.97</u>		
Estimated cost of completed project, exclusive of engineering		<u>\$25,875</u>
Estimated per cent overrun or underrun		<u>3.8</u> %
Per cent of contract completed, based on total contract price		<u>100</u> %
Engineering authorization \$ <u>2,037.28</u>		
Engineering cost to date \$ <u>2,357</u> , <u>116</u> %	Date project was completed <u>August 23</u> , 19 <u>57</u>	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

After last weeks report went to press, Friday afternoon the contractor laid the jiggle bars and spread additional rock in a driveway that appeared to be too steep. Therefore the project is considered completed on Friday, August 23, 1957.

The Semi-Final estimate is ready to send in as soon as the IBM computed cross sections are received.

CONSTRUCTION DIVISION

RECEIVED

NOTED

CE

ACE

CO

 Noted
 M. N. Juve

Signed

Willard J. Scalf Resident Engineer
 By Dr. H.
 Address P.O. Box 4699, Sellwood Sta. Portland 2.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.28	0.28		0.28	0.28
Miles partially completed					
Miles completed	0.28	0.28		0.28	0.28
Total estimated quantities (contract)	2,300 cy	2,900 cy		4 ton	1,300 ton
Total quantities corrected to date	2,500 cy	2,876 cy		0.67 ton	1,424.375
Estimated quantities moved or placed to date	2,500 cy	2,876 cy		0.67 ton	1,424.375
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

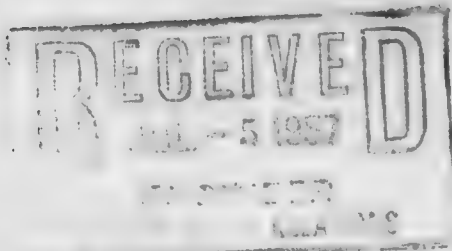
INVOICE

Oregon State Highway Department
SALEM, OREGON

NOT
Harold C. Ayers

NOTED
NOTED R. JONES
John F. Heumann

Clackamas County
Oregon City, Oregon
Attn: County Court



Invoice No. **51228**

Date **July 3, 1957**

Your Req. No.

Billing Request No. **co-334**

Credit distribution: **503-1065-297**

Advance Deposit

5,700.00

Partial transfer county's share total cost.
Horing Section, FAS 129, covered by agreement dated June, 1956.

4,700.00

To be retained

\$1,000.00

NOTED
C. S. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

By

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

July 3, 1957

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of an advance deposit of \$5,700 in connection with the Boring Section of FAS 129. Contract No. 4997 has been awarded to Oregon Asphaltic Paving Company and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
JOHN D. GRAHAM

503-1065

RECEIVED
JUL 18 1957

FOR FILING

S-271 (5)
4-1-1

July 2, 1957

Oregon Asphaltic Paving Company
644 N. W. Porter Street
Portland, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 accepted your proposal for grading and paving the Clackamas-Boring Road at Boring in Clackamas County, for the sum of \$25,241, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4997.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd

cc - R. G. Savage, SIAC
Tom Edwards
S. H. Probert

Pac, Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 27, 1957

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Gentlemen:

On this date a satisfactory bid was received from the Oregon Asphaltic Paving Co. of Portland for construction of the Boring Section of FAS 129. As per the agreement between county and state, the following advance deposit is required prior to awarding of a contract:

Bid Items	\$25,241.00
Flagging	150.00
Concrete steps	75.00
12-1/2% engineering and contingencies	3,183.25
Estimated Total Cost.	\$28,649.25
County Advance Deposit of 20%....	\$ 5,700.00

Please make this deposit by means of a check or warrant, in the amount of \$5,700, payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

Rec'd. July 7/2/57
503-1065
Cont. No.

RECEIVED

FORM E-302-57,500-2-55-52557

S. 271(5)

4997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 2, 1957

SUBJECT: Advance Deposit, Clackamas County
Boring Section, FAS 129

To: Mr. C. H. Maison
OFFICE

L

Attached is Clackamas County Warrant No. 44603 in the amount of \$5,700 which represents the county's participation in the subject named project.

This project is now clear for award of a contract.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: S. H. Probert
Forrest Cooper ✓

RECEIVED
FORREST COOPER

RECEIVED
JUL 2 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

JUL 1 1957

FOR FILING

Salem, Oregon
July 1, 1957

MISC. CONTRACTS and
AGREEMENTS No. _____

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Clackamas County covering the Boring Section on FAS 129.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Clackamas County.

Secretary

rn
Attach

REFERRED TO

SECRETARY

to file

6-14-57
RESOLUTION

OREGON PROJECT 8-27(5)
FAS 229

WHEREAS, a county road in Clackamas County, State of Oregon, known as the Clackamas-Boring County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

From the northerly edge of the O.W.P. & Ry. Company crossing at Boring northerly through Boring to highway engineer's survey station 393-56, a distance of 0.28 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas County, Oregon, that no encroachments will be permitted on the county road known as the Clackamas-Boring County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 14th day of June, 1957.

By:

County Judge Ed Roberts

County Commissioner [Signature]

County Commissioner [Signature]

ATTEST:

County Clerk

[Signature]

A G R E E M E N T

6 . 14 . 57

The County of CLACKAMAS, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 0.28 miles of FAS Highway 229 from the O.V.P.R. Company crossing at Boring northerly through Boring

to highway engineer's survey station 393+50

known as the Boring Section, and to be designated as Oregon Project 3-27.(5), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

- a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

- b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 14th day of June, 1957, and the Highway Department on the 24th day of June, 1957.

Attest:

CLY H. PAGE
County Clerk
[Signature]
Dep.

Approved:

/s/ W. W. Stiffler
Assistant State Highway Engineer

Attest:

/s/ H. B. Glaisyer
Secretary

COUNTY OF CLACKAMAS

By *[Signature]* County Judge

By *[Signature]* County Commissioner

By *[Signature]* County Commissioner

OREGON STATE HIGHWAY COMMISSION

/s/ Chas. H. Reynolds
As Chairman

/s/ By M. K. McIver
As Commissioner

By _____
As Commissioner

I, H. B. Glaisyer, hereby certify that I am duly qualified and act as Secretary to the Highway Department; that I have read the foregoing Agreement.

I have caused a true and correct copy of this Agreement to be made and filed in the Highway Department.

Dated this 24th day of June, 1957.

[Signature]
Secretary

NOTED
R. JONES

NOTED
Harold C. Ayers

June 12, 1957

Clatsop County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Boring Section of FAS 129 upon which bids will be received June 27th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$34,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than June 21st.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. Engr., County and City Relations

NOTED
C. G. SWENSON

JFH:mm
Encl.

MEMO TO J. W. NASH

NOTED
V. R. JONES

NOTED
Harold C. Ayers

5/20/57

FAS 129, CLACKAMAS COUNTY

TERMINI: From the east side of the O.W.P.&R. Company tracks at Boring, northerly through Boring, a distance of 0.30 mile. (Boring Section)

PROPOSED WORK: Grade, drain, & construct two-lane high type surface.

PROJECT LENGTH: 0.30 mile.

COSTS:	Total	Federal	State	Other
CONSTRUCTION:	\$40,000	\$24,000	\$8,000	\$8,000 (Co.)

EXISTING FACILITY:

ROADWAY: 18' oil mat wearing surface, roadway width 30'. No substandard alignment and grade excepting at road intersection near north end of project. The FAS route turns east at this point while a co. rd. extends north on tangent. The ADT for the FAS route and the intersecting co. rd. are approximately the same.

STRUCTURES: None

NOTED
John P. Hagemann

ADJACENT SECTIONS:

WEST END: 20' asphaltic concrete with 2' shoulders constructed under Ore. Project 8-271(2).

EAST END: 18' oiled surface with 6' shoulders.

PROJECT DATA: Grade, drain, and construct asphaltic concrete pavement. Section through Boring business district will be a 44' wide curbed street section with road sections at each end tapering to meet existing pavement. The project will include construction of a ~~channelized~~ channelized intersection at the intersection near the north end of the project which will permit north- and eastbound traffic to turn east on a one-way leg having a 20° curve. The west- and southbound traffic will be brought to a square intersection and controlled by stop signs.

ROW WIDTH: 60'

MINIMUM DESIGN STANDARDS: No exception

ACCESS CONTROL: NONE

RR X'ING:

Name of RR Co.	O.W.P. & R.
No. of tracks	3
No. of trains	
Sight distance	
Vehicle speeds	
Group priority	
RR benefits	
Present protection	
Proposed protection	

NOTED
JOHN D. GRAHAM

UNUSUAL OR COMPLICATED SITUATION: None

NOTED
C. G. SWENSON

JFH:ma

CLACKAMAS COUNTY
PROPOSED PROJECT

3-18-57

FAS 129 - Boring Section, approximately 0.3 mile, \$30,000. This section extends from the Portland Traction Company railroad tracks in Boring, easterly and northerly through the Boring business district to a junction with the existing road just east of the intersection of FAS 129 with a county road at the north edge of Boring.

The proposed project is to construct a 44' wide street section including curbs through the business section of Boring (approximately 0.2 mile) and construct a road section on the northerly 0.1 mile on an alignment which will ease the curve at that point. There is an existing storm sewer system which can be connected with by adjusting existing catch basins and installing some new ones. The 44' wide street section is the desired design; however, if this section would result in moving two existing gas pumps the County Court should be consulted relative to reducing the width to 40'.

Funds in addition to the \$30,000 programmed are available if required.

(57-c)
3/18/57

Comm. approved
3-28-57

I-303(17) S. W. 14th Ave.-Washington 1957
4/298 Co. Line Sec. (Grading) [REDACTED]

0417
1875
1856
97

See: Admin
Comm. Hearing
Foulland
Expt. of Baldock Freeway
to Comm. Harbor Dr.

1875-1876

RECEIVED
DEC 10 1970

FOR FILING

I-363(17)
4444

December 10, 1970

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Project No. I-5-6(4)295
S.W. 14th Ave.-Washington Co. Line
Contracts 4998 and 5165
Project No. I-5-6(1)295
Right of Way

Dear Sir:

We are forwarding six copies of revised construction plan sheets Nos. 4, 6, 7, 8 and 9 on contract 4998; sheet No. 4 on contract 5165; and two sets of revised right-of-way plan sheet Nos. 3, 5, 7, 7A, 8, 9, 11 and 12 for the above-listed projects.

The plan sheets reflect the revisions in the right-of-way lines as a result of relinquishments to Multnomah County as per agreements, as well as the sale of excess parcels. The relinquishments to Multnomah were approved by your letters of March 17, 1969, and September 15, 1969; and the sale of excess was approved by your letters of March 21 and October 20, 1969. Your approval was also given for the relinquishment to the City of Portland of areas acquired for the 26th Ave.-30th Ave. Street connection; however, the actual relinquishment documents have not as yet been executed. Additional revised plan sheets reflecting this change will be submitted for your approval after execution of these documents.

We request that one copy of the revised plan sheets be returned approved for our files if found to be satisfactory.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.
CL:dg

RECEIVED
DEC 12 1961

FOR FILING

4448

ON PDP 49 12-11-61 845

TOM EDWARDS
ALL BALDOCK ENTRANCE RAMPS OPEN. BETWEEN 7:00 AND 7:35 SURPRISINGLY
LIGHT FLOW ON MULTNOMAH ENTRANCE. ONLY ABOUT 1/3 VOLUME ENTERING AT
TERWILLIGER.

7:40 TO 7:50 CLAY STREET RAMP TRAFFIC ON BLADOCK SPUR BANKED TO
GRANT STREET. NOT BANKED ON HARBOR DRIVE CONNECTION TO CLAY MUCH SOUTH
OF MONTGOMERY. BALDOCK TRAFFIC MOVING INTO HARBOR DRIVE SIDE OF CLAY
RAMP SO IT WAS WORKING TO CAPACITY ON BOTH LANES AT FRONT AVENUE.
NO STRAIN ON CLAY STREET WEST OF FRONT. MAXIMUM WAS DELAY ON CLAY RAMP
SLIGHTLY MORE THAN ONE CYCLE.

NORTH BOUND TRAFFIC INTO HARBOR DRIVE ABOUT BALANCED BETWEEN HARBOR
DRIVE AND BALDOCK SPUR. APPROXIMATE 35 MILE SPEED. NO BACK Y/ UP INTO
THE HARBOR DRIVE LANES FROM OAK STREET TURN.

WILL GET LATER AND MORE COMPLETE REPORT FROM CITY TRAFFIC.

LLOYD SHAW
BB

NO ED
L. H. H. H.

RECEIVED
JUN 20 1961

FOR FILING
303 (17)
4998

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1961

SUBJECT: Opening Baldock Freeway
December 1, 1961

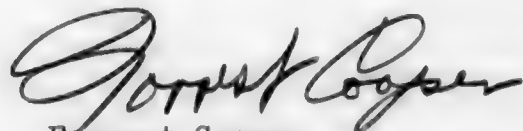
To: MEMO

L

The opening of the North Tigard Interchange-Harbor Drive Section of the Baldock Freeway in Portland is scheduled for December 1 at 10:30 a.m. The program will be under the auspices of the Portland Chamber of Commerce which is now making arrangements. Governor Hatfield has accepted the invitation to be the principal speaker.

Will those whose names are listed below take appropriate action to see that items involving the highway which need to be handled in preparation for the opening are not overlooked.

G. S. Paxson
P. M. Stephenson
Tom Edwards
R. L. Porter
F. B. Crandall
I. A. DeFrance
Lloyd Shaw
Al Johnson
W. O. Widdows
Floyd Query



Forrest Cooper
Deputy State Highway Engineer

FC:ms

NOTED
11/20/61

RECEIVED
SEP 28 1961

FOR FILING

5-33(1)
4998

September 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 14, 1961, concerning the final cost of Project I-5-6(h)295 exceeding the agreement estimate amount by approximately 25%.

There are three contracts involved in the project and an analysis of each develops the following data:

<u>Contract No.</u>	<u>Contract and Contingency Items in Agr.Est.</u>	<u>Approv.Cont.Items Not in Agr.Est.</u>	<u>Totals</u>
<u>Contract 4998</u>			
Agr.Est.Amt.	\$ 643,094.50	- -	\$ 643,094.50
Final Constr.Amt.	\$ 730,124.20	\$ 55,997.57	\$ 786,121.77
Overrun	\$ 87,029.70(13%)	- -	\$ 143,027.27
<u>Contract 5020</u>			
Agr.Est.Amt.	\$ 43,746.00	- -	\$ 43,746.00
Final Constr.Amt.	\$ 87,379.70	\$ 30,504.78	\$ 117,884.48
Overrun	\$ 43,633.70(100%)	- -	\$ 74,138.48
<u>Contract 5165</u>			
Agr.Est.Amt.	\$ 488,533.35	- -	\$ 488,533.35
Final Constr.Amt.	\$ 502,451.31	\$ 27,293.01	\$ 529,744.32
Overrun	\$ 13,917.96(03%)	- -	\$ 41,210.97
<u>Totals, All Contre.</u>			
Agr.Est.Amt.	\$1,175,373.85	- -	\$1,175,373.85
Final Constr.Amt.	\$1,319,953.21	\$113,795.36	\$1,433,748.57
Overrun	\$ 144,579.36(12%)	- -	\$ 258,374.72(22%)

Mr. C. G. Polk
September 27, 1961
Page 2

The overrun of approximately \$87,000 on Contract 4998 was occasioned principally by severe wet conditions encountered during construction that required the use of considerable more perforated metal drain pipe than originally anticipated with a corresponding increase in drainage excavation and special backfill in drains. Metal rail also overran due to more rail being required on the detour at Capital and Barbur to properly safeguard traffic. Likewise, considerable rail was used at S. W. 26th Ave. that was not originally anticipated, but was necessary for the same reason. The overrun of these items approximates the entire contract overrun.

The overrun of approximately \$43,600 on Contract 5020 was due to the excavation quantity being in error. It is not apparent how the error occurred but it is probable the original excavation computation inadvertently overlooked including the quantities between the retaining walls and abutments of the Capital Highway Undercrossing structure and the outside edges of the footings.

A comparison of the total cost of the Agreement Estimate items with corresponding final estimate quantities shows an overrun of 12%. The remainder of the overrun, approximately 10% is occasioned by contingency items consisting of approved Price Agreements, Extra Work Orders and other items not originally anticipated. When the complex nature of this type project is considered which traverses a highly developed urban area with many complications necessarily developing numerous changes during construction, it is our feeling the variation between the estimated and final costs is not too unduly great.

The large overrun for preliminary engineering was due to the several major changes made in the interchange layouts at Tigard Junction, Capital Highway and several other points, these changes resulting from the several conferences between the City of Portland, Multnomah County, Bureau of Public Roads and the State.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:jb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 14, 1961

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

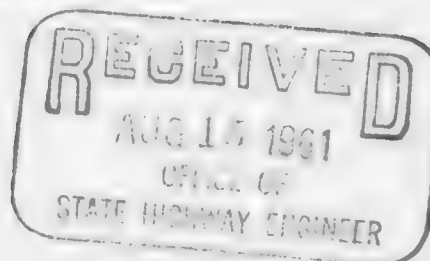
SUBJECT: Oregon Project I-5-6(4)295
S.W. 14th Avenue-Washington County Line Section
Modification of Project Agreement - Final Voucher

We have received a final voucher on the above project showing a total cost of \$1,651,112.00 and Federal Funds claimed of \$1,471,892.00. The previous modified project agreement shows a total cost of \$1,313,111.00 with Federal funds of \$1,212,800.00. The final voucher shows an increase of \$338,001.00 in total cost and \$259,092.00 in Federal funds. No explanation of the increase in cost of over 25% was given, except for the resident engineer's explanation of overruns and underruns, which is very brief. Before a modified project is prepared for such a large increase of funds, it is requested that a detailed explanation of the over-run in costs be furnished for each item which exceeds the project agreement amount by more than 10%.

Modification of the agreement at the final voucher stage is permitted to provide additional funds only to cover normal overruns or increases due to approved change and extra work orders. An increase of this amount cannot be considered normal. In the future, where a project has such extensive overruns, it is requested that a revised agreement estimate and explanation of the overruns be forwarded prior to submission of the final voucher.

NOTED

PROJECT ENGINEER



RECEIVED
DEC 19 1960

FOR FILING

1-302 (11)
4775

December 16, 1960

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching on the S. W. 14th Ave.-Washington County Line Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 4998, Project No. I-5-6(4)295, was completed November 10, 1960.

This work was authorized under Order for State Force Work dated September 5, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED

JUN 30 1960



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 29, 1960

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oregon State Highway Commission

Re: Claim of Robert A. Sadilek

Gentlemen:

Included on the agenda for the next Commission Meeting will be the matter of a claim by a Mr. Robert A. Sadilek for damages resulting from the construction of the Harbor Drive-Barbur Boulevard Section of the Pacific Highway and causing a well on his property to become dry. His claim was in the amount of \$2,000, based on estimates he had secured to put down another well.

The facts of the case indicate that an excess of 5,000 square feet of land was acquired for right of way purposes from Mr. Sadilek's predecessor for a consideration of \$500. Nothing was included in the settlement for the possibility of damages to the well. An investigation has been completed by the Engineering Department which is not conclusive one way or the other as to whether highway construction activities were the cause of the loss of water, but it did verify that for years, prior to the construction, the well produced water for irrigation and that afterwards there was a short supply.

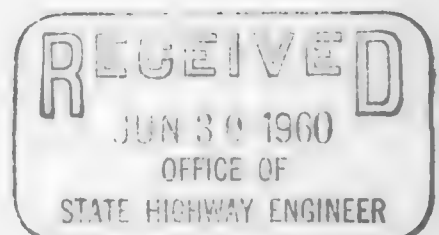
Although it is our opinion the law on water rights is contrary to Mr. Sadilek's position; still, if allowed to go to a jury, a verdict against the State is possible. As a compromise Mr. Sadilek has agreed to accept \$500 and give a complete release of damage for interference with well or waters on his property caused by construction of the highway. I would recommend such a compromise.

Very truly yours,

L. I. LINDAS
Chief Counsel

GER:dc

cc: W. C. Williams
Forrest Cooper
Floyd Query
C. H. Maison
Robert Y. Thornton
P. M. Stephenson
John Phillips
I. A. DeFrance



RECEIVED
APR 21 1960

S. W. 4th - Washington
County Line
Contract No. 4998

FINAL COST ANALYSIS

Contractor: G. D. Dennis & Sons
Resident Engineer: Lowell Johnston

RECEIVED
APR 25 1960
Portland-Salem Expressway
Prefix 26-1080-201(41)

NOTED
W. C. WILLIAMS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clearing & Grubbing	100%	All	50,000.00	28,456.69	28,456.69	50,000.00
2. Drainage Excav., Unclass.	16,792.74	Cu. Yd.	2.25	1.99	33,396.89	37,383.67
3. Structural Excav., Unclass.	360.43	Cu. Yd.	3.00	2.74	988.64	1,081.29
4. General Excav., Unclass.	639,885	Cu. Yd.	0.31	0.348	222,777.01	198,364.35
5. Short Overhaul	2,474,997.3	Yd. Sta.	0.008	0.0079	19,687.59	19,799.98
6. Long Overhaul	29,624.93	C-Yd. Sta.	0.50	0.499	14,801.49	14,812.47
7. Finish R.B. & Slopes	100%	All	5,500.00	4,134.40	4,134.40	5,500.00
8. Rounding Cutbanks	10,800	Lin. Ft.	0.15	0.13	1,375.90	1,620.00
9. 12" Concrete Pipe	2,304	Lin. Ft.	2.00	1.66	3,825.05	4,608.00
10. 18" Concrete Pipe	956	Lin. Ft.	3.25	2.92	2,794.50	3,107.00
11. 24" Concrete Pipe	739	Lin. Ft.	5.00	4.05	2,992.20	3,695.00
12. 30" Concrete Pipe	324	Lin. Ft.	6/25	4.80	1,555.70	2,025.00
13. 36" Concrete Pipe	1,048	Lin. Ft.	8.00	7.60	7,964.80	8,384.00
14. 48" Concrete Pipe	116	Lin. Ft.	12.50	11.87	1,376.92	1,450.00
15. 54 " Concrete Pipe, Ex. Str.	290	Lin. Ft.	20.00	18.56	5,380.96	5,800.00
18. 8" Sewer Pipe	4,757	Lin. Ft.	1.30	1.24	5,898.68	6,184.10
19. 10" Sewer Pipe	1,251	Lin. Ft.	1.50	1.42	1,776.42	1,876.50
20. 12" Sewer Pipe	4,122	Lin. Ft.	1.75	1.66	6,842.52	7,213.50
21. 15" Sewer Pipe	3,074	Lin. Ft.	2.25	2.14	6,578.36	6,916.50
22. 18" Sewer Pipe	3,775	Lin. Ft.	2.83	2.69	10,154.75	10,683.25
23. 21" Sewer Pipe	1,264	Lin. Ft.	3.70	3.52	4,449.28	4,676.80
24. 60" Sewer Pipe	30	Lin. Ft.	19.50	18.36	550.89	585.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
25. Ext. for Pipe under pvmnt	413	Lin. Ft.	4.00	3.80	1,569.40	1,652.00
26. 6" Perf. Mtl. Dr. Pipe, Unctd.	6,074	Lin. Ft.	1.50	1.35	8,206.16	9,111.00
27. 12" Perf. Mtl. Dr. Pipe, Unctd.	4,751	Lin. Ft.	3.00	2.43	11,566.42	14,253.00
28. 8" Perf. Mtl. Dr. Pipe	385	Lin. Ft.	2.00	1.90	731.50	770.00
29. 12" Perf. Mtl. Dr. Pipe	183	Lin. Ft.	3.00	2.85	521.55	549.00
30. 15" Metal Dr. Pipe	82	Lin. Ft.	3.75	3.56	291.92	307.50
31. 18" Metal Dr. Pipe	740	Lin. Ft.	4/50	4.27	3,159.80	3,330.00
32. Sp. Backfill in Drains	5,256.26	Cu. Yd.	5.00	4.17	21,905.69	26,281.30
33. Concrete Catch Basins	37	Each	75.00	71.25	2,636.25	2,775.00
34. Sp. Concrete Catch Basins	98	Each	95.00	90.25	8,844.50	9,310.00
35. Concrete Inlets	17	Each	65.00	61.25	1,041.25	1,105.00
36. Concrete Manholes	58	Each	235.00	223.25	12,948.50	13,630.00
37. Conc. Manholes, Type B Modified	2	Each	220.00	209.00	418.00	440.00
38. Concrete Curbs	161.65	Cu. Yd.	43.50	41.32	6,679.38	7,031.78
39. Concrete in Islands	2.43	Cu. Yd.	40.00	38.00	92.34	97.20
40. 1-1/4" Elec. Conduits	128	Lin. Ft.	1.60	1.52	194.56	204.80
41. 1-1/2" Elec. Conduits	311	Lin. Ft.	1.90	1.80	559.80	590.90
42. Metal Guard Rails	7,343.15	Lin. Ft.	2.80	2.59	19,041.40	20,560.82
43. Class A Concrete	125.76	Cu. Yd.	65.00	61.75	7,765.68	8,174.40
44. Metal Reinforcement	16,429.65	Lb.	0.15	0.14	2,300.15	2,464.45
45. Coarse Cr. Mat'l in Base	36,317.5	Cu. Yd.	3.10	3.17	115,030.68	112,584.25
46. 3/4"-0 Mat'l in Base	2,790	Cu. Yd.	3.25	3.17	8,788.50	9,067.50
47. Sprinkling	1,799.85	M-Gal.	2.00	2.00	3,599.70	3,599.70
48. Preparation of Base	100%	All	1,000.00	950.00	950.00	1,000.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
49. 3/4"-0 Mat'l in Binder Crse.	279	Cu. Yd.	4.50	4.00	1,116.00	1,255.50
50. RC-3 Asphalt	34.11	Ton	48.00	48.00	1,637.28	1,637.28
51. Class B Asph. Concrete	5,937.20	Ton	6.70	6.55	38,888.66	39,779.24
52. RS-1 Asph. in Tack Coat	1.37	Ton	65.00	65.00	89.05	89.05
53. Furn. & Place Aggregates	740	Cu. Yd.	4.20	4.00	2,960.00	3,108.00
54. 120-150 Asph. in Oiling	60.36	Ton	48.00	50.00	3,018.00	2,897.28
55. RS-1 Asph. in Oiling	19.57	Ton	55.00	60.00	1,174.20	1,072.35
PA#1 Remove Buildings	100%	All	2,945.00	2,829.26	2,829.26	2,945.00
PA#2 Shoring & Cribbing	100%	All	3,300.00	2,743.63	2,743.63	3,300.00
PA#2 Drainage Excav. Uncl.	1,002.91	Cu. Yd.	6.50	3.31	3,322.58	6,518.92
PA#2 8" Sewr Pipe, Ex. Str.	909	Lin. Ft.	3.00	1.95	1,775.70	2,727.00
PA#2 12" Sewer Pipe, Ex. Str.	414	Lin. Ft.	4.75	2.80	1,163.12	1,966.50
PA#3 Remove Buildings	8,411	Sq. Ft.	0.25	0.24	2,020.11	2,102.75
PA#4 Move Mail Boxes	60	Each	5.00	4.59	275.41	300.00
PA#5 Concrete Steps	100%	All	400.00	380.00	380.00	400.00
PA#6 Cyclone Fence	100%	All	950.00	902.52	902.52	950.00
PA#7 Drainage Excav., Uncl.	8.93	Cu. Yd.	2.75	2.50	22.33	24.56
PA#7 12" Concrete Pipe	171	Lin. Ft.	2.15	1.48	253.35	367.65
PA#7 Concrete Curbs	60.64	Cu. Yd.	47.50	45.00	2,728.80	2,880.40
PA#7 Coarse Cr. Mat'l in Base	2,484	Cu. Yd.	3.25	3.00	7,452.00	8,073.00
PA#7 3/4"-0 Mat'l in Base	249	Cu. Yd.	3.40	3.15	784.35	846.00
PA#7 Class B Asphalt	722.18	Ton	6.85	6.55	4,730.28	4,946.93
PA#8 Misc. Concrete Work	100%	All	664.40	641.18	641.18	664.40

S.W. 14th Ave. - Washington County Line
Final Cost Analysis - Contract No. 4998

Page 4

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#9 Cl. B Asph. Concrete	294.585	Ton	6.85	6.55	1,929.53	2,017.91
PA#10 Cement Adj. Favor State	26.29	Bbl.	6.40	6.40	-120.93	-120.93
PA#11 Purch. surplus Pipe	100%	All	1,052.00	1,052.00	1,052.00	1,052.00
Force Account					22,438.03	26,053.48
					<u>\$732,809.19</u>	<u>\$762,914.88</u>

Gross Revenue \$ 762,914.88

Total Cost 732,809.19

Net Profit \$ 30,105.69

Net Profit equals 3.9% of Gross Revenue

DETAIL OF COSTS - Contract No. 4778

Labor:

Labor	\$ 90,816.17	
Labor Insurance	9,081.62	
Health and Welfare	<u>149.10</u>	\$ 100,046.89

Equipment Rental & Miscellaneous Supplies:

Equipment Rental, Owned	149,873.94	
Gas, Oil and Grease	21,087.04	
Bond and Insurance	3,201.08	
Move In	2,568.74	
General and Field Office Expenses	6,171.70	
Powder and Caps	23,244.09	
Home Office and Overhead	<u>45,774.84</u>	251,921.43

Subcontractors:

K. F. Jacobson Co. Inc., Paving	186,070.05	
Perkins Bros., Sewer Pipe	102,474.42	
J. D. Denton, Guard Rail	<u>8,122.34</u>	296,666.81

Materials:

12" Concrete Pipe	2,304 Lin. Ft. @ \$1.00	2,304.00	
18" Concrete Pipe	956 Lin. Ft. @ \$2.05	1,959.80	
24" Concrete Pipe	739 Lin. Ft. @ \$3.10	2,290.90	
30" Concrete Pipe	324 Lin. Ft. @ \$4.25	1,377.00	
36" Concrete Pipe	1,048 Lin. Ft. @ \$5.40	5,659.20	
48" Concrete Pipe	116 Lin. Ft. @ \$8.50	986.00	
54" Concrete Pipe, Extra Str.	290 Lin. Ft. @ \$15.00	4,350.00	
8" Sewer Pipe	4,757 Lin. Ft. @ \$0.48	2,283.36	
8" Sewer Pipe, Extra Str.	909 Lin. Ft. @ \$0.68	618.12	
10" Sewer Pipe	1,251 Lin. Ft. @ \$0.66	825.66	
12" Sewer Pipe	4,122 Lin. Ft. @ \$0.84	3,462.48	
12" Sewer Pipe, Extra Str.	414 Lin. Ft. @ \$1.31	542.34	
15" Sewer Pipe	3,074 Lin. Ft. @ \$1.30	3,996.20	
18" Sewer Pipe	3,775 Lin. Ft. @ \$1.65	6,228.75	
21" Sewer Pipe	1,264 Lin. Ft. @ \$2.00	2,528.00	
60" Sewer Pipe	30 Lin. Ft. @ \$15.00	450.00	
6" Perf. Mtl. Pipe, Unctd.	6,074 Lin. Ft. @ \$0.92	5,588.08	
12" Perf. Mtl. Pipe, Unctd.	4,671 Lin. Ft. @ \$1.86	8,688.06	
8" Metal Drain Pipe	385 Lin. Ft. @ \$1.43	550.55	
12" Metal Drain Pipe	183 Lin. Ft. @ \$2.06	376.98	
15" Metal Drain Pipe	82 Lin. Ft. @ \$2.48	203.36	
18" Metal Drain Pipe	740 Lin. Ft. @ \$2.89	2,138.60	
Sp. Backfill in Drains	5,256.26 C. Y. @ \$3.01	15,847.56	
Guard Rail	7,183 Lin. Ft. @ \$1.14	8,188.62	
Guard Rail Posts	599 Each @ \$4.56	<u>2,730.44</u>	84,174.04

TOTAL COST

\$ 732,809.19

Remarks - Contract No. 4998

This was a "Federal Aid Interstate Project" and was to be conducted in accordance with federal regulations applying to that class of project, calling for construction of 2.48 miles of main highway roadbed, with service roads, detours, connecting roads and streets, involving approximately 681,500 cubic yards of excavation, 37,400 cubic yards of stone base materials and 5,800 tons of asphaltic concrete pavement on frontage roads and connections, and to construct concrete retaining walls, curbs and islands, involving approximately 234 cubic yards of Class "A" concrete, and such additional and incidental work as is called for by specifications and plans.

The northerly end of the project was at station 255+00, which station is approximately 150 feet south and 75 feet west of the intersection of S. W. 14th Avenue and Multnomah Boulevard in the city of Portland. The southerly end of the project was at station 390+50, which station is about 300 feet northwesterly of the intersection of S. W. 55th Avenue and Barbur Boulevard. The overall length of the project is 2.57 miles.

The contract was bid May 16, 1957 and awarded July 3, 1957. Work on the clearing and grubbing began on May 25, 1957. Considerable delay was encountered due to right-of-way problems, strikes, and the presence of structure contractors on the job. Wet materials added to the contractor's difficulties.

Equipment used on project: one D-9 with dozer and ripper, two TD-24's with dozers, three D-8's with dozers, one D-6 with dozer, one D-2, 22B shovel, 51B shovel, 71B shovel, two S12's with scraper units, three S18's with scraper units, 12 cat blades, two 18 yd. pay haulers, 600 c.f.m. with wagon drill, water wagon. Numerous pieces of equipment were brought out and demonstrated at no cost to contractor including numerous pickups and service trucks.

Excellent supervision, equipment in good shape but low bid price on general excavation resulted in slight profit.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
JAN 20 1960

FOR FILING

I-202(17)
4415

January 19, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

State Highway contract #1998 for grading the SW 11th Ave.-
Washing County Line Unit of Harbor Drive-Washington County Line
Section of the Portland-Salem Expressway in Multnomah County was
completed by the contractor, G. D. Dennis & Sons, on July 22,
1959, and was formally accepted by the Highway Commission on
November 5, 1959.

Final payment in the amount of \$22,704.42 will be released
to the contractor on or after January 29, 1960. The total con-
tract amount is \$762,914.88, of which amount \$26,053.48 represents
force account items.

The State is not aware of any unpaid claims for labor or
materials and assumes no responsibility for such claims should
there be any.

This notice is sent to you as you appear as surety on the
performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc: Glens Falls Insurance Co.,
Amarute & Schram
520 Mead Bldg.,
Portland 4, Oregon

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

SW 14th Ave.-Wash. Co. Line Unit, For Week Ending September 18, 1959
 Section Harbor Drive-Wash. Co. Line Section Kind of work Grading
Portland-Salem
 Highway Expressway County Multnomah Section prefix 26-1080
 Contractor G. D. Demis & Sons Contract number 4998
 Date of contract July 3, 1959 Specified work days 170
 Date work started May 25, 1957 Work days used 167
 Project authorization \$836,993.81 Per cent of time elapsed 98.2 %
 Exclusive of engineering \$782,594.25
 Estimated cost of completed project, exclusive of engineering \$812,123.60
 Estimated per cent overrun ~~as shown~~ 4.48 %
 Per cent of contract completed, based on estimated cost 100 %
 Engineering authorization \$54,399.56
 Engineering cost to date \$ 62,365.76, 114.6 % Date project was completed July 22, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	-	100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate was submitted to division office on Friday
 Sept. 18. No more weekly reports will be submitted on this project.

NOTED
 JOHN R. DAKES

Noted
 M. N. Juve

CONSTRUCTION DIVISION
RECEIVED

SEP 21 1959

NOTED--☒ ☒ ☒ ☒ ☒

Signed Lowell A. Johnston

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.57	-	-	-	-
Miles partially completed	0	-	-	-	-
Miles completed	2.57	-	-	-	-
Total estimated quantities (contract)	681,500	37,400	-	124 T	5,800 T
Total quantities corrected to date	639,885	41,860	-	115.41 T	6,954 T
Estimated quantities moved or placed to date	639,885	41,860	-	115.41 T	6,954 T
Average daily quantities	0	0	-	0	0
Average daily quantities necessary to complete project on time	0	0	-	0	0
Number shifts per day	0	0	-	0	0
Hours per shift	0	0	-	0	0
Average force on project for week	0	0	-	0	0
Men	0				
Supervision	0				
Men and trucks under 3 tons	0				
Men and trucks over 3 tons	0				
Men and tractors	0				

Equipment used during week: Shovels 0, Power graders 0, Rollers 0, Mixers 0, Crushing or screening plants 0
Compressors 0, Bulldozers 0, Compaction rollers 0

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy	-	Project was completed July 22, 1959.
Tuesday	Fair	-	"
Wednesday	Fair	-	"
Thursday	Fair	-	"
Friday	Showers	-	"
Saturday			

RECEIVED
SEP 17 1957

FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 1874

Salem, Oregon
September 10, 1957

Throughway Agreement
Harbor Drive-SW 14th Avenue Unit
Harbor Drive-Washington County Line Sec.
Pacific Highway
City of Portland

250
Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engineer, County & City Relations

Attached hereto is a conformed copy of a Throughway Agreement with the City of Portland covering the Harbor Drive-14th Avenue Unit of the Harbor Drive-Washington County Line Section of the Pacific Highway in the City of Portland.

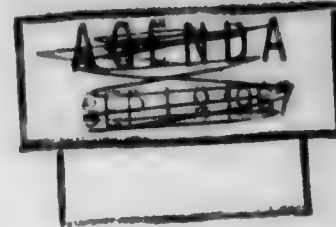
A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to Mr. Will Gibson, City Auditor, Portland, Oregon.

Secretary

FN
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1957



To: Mr. G. S. Paxson
OFFICE

SUBJECT: Throughway Agreement
Harbor Drive-SW 14th Avenue Unit
Harbor Drive-Washington County Line Section
Pacific Highway
City of Portland

(Assignment #250)

L

Attached are four copies of an agreement covering the subject named project. Three copies have been executed by the city and are now ready for presentation to the Highway Commission for signature. They also require your signature of approval.

Two fully executed copies of the agreement are to be returned to the city of Portland.

This completes Assignment #250.

John D. Graham
John D. Graham
Office Engineer, County & City Relations

JDG:mm
Att.

(A)
**2 COPIES TO
BE SIGNED**

[Signature]
APPROVED
ASST. STATE HIGHWAY ENGINEER
Date *Sept. 5, 1957*

AUTHORIZED BY HIGHWAY COMMISSION

DATE *8-16-56* Minute Page 40

[Signature]
Secretary

1 copy in Superintendent's file

RECEIVED
MAY 20 1959

FOR FILING

M. K. MCIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 19, 1959

Robert A. Sadilek
4542 S. W. Taylor Ferry Road
Portland 19, Oregon

Re: R-20985 - Costile
(Sadilek Well Damage)
Harbor Drive-Barbur Blvd.
Pacific Highway
Multnomah County, Oregon

Dear Mr. Sadilek:

Your complaint and claim for damages relative to the damaging of your well, which letter was directed to the Director of State Highway Department at Salem, has been referred to me for study and reply.

The State of Oregon disclaims any liability for the damage to which you refer, and consequently I cannot recommend payment of monies to you for such damage.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:hg

✓ CC: Mr. Forrest Cooper
Mr. Hil Young

NOTED
FORREST COOPER



RECEIVED
APR 27 1959

FOR FILING

4777

April 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering repairing and stabilizing fill slide area and re-establish guard rail on the S. W. 14th Ave.-Washington County Line Unit, Harbor Drive-Washington County Line Section of the Portland-Salem Expressway in Multnomah County, Contract No. 4998, in connection with Federal Aid Project No. 1-5-6(4)295 [I-303(17)].

This work is necessary to repair slide damage on the 55th Avenue Service Road and to stabilize the fill to prevent further sliding. Sliding occurred after completion of the high fill and installation of the guard rail.

It is planned to place a rock toe on the fill to prevent further slide movement. This procedure has proven successful on other slide areas in this vicinity. Trouble has been experienced on this fill and permanent repair is required to avoid future difficulty.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
FORM 1-30-59 13046

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 15, 1959

4998

To:

Mr. S. N. Mayhew
Right of Way Supervisor
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

SUBJECT:

Sadilek Well Damage
Harbor Drive-Barbur
Boulevard Section
Pacific Highway
Multnomah County

A complaint has been forwarded to Mr. Cooper by Robert A. Sadilek, of 4542 S. W. Taylors Ferry Road, Portland 19, Oregon, concerning alleged damage to a well located on his property. Mr. Sadilek contends that our Baldock Freeway construction has disrupted flow of water to the well so as to almost dry it up.

A field investigation has been made, and both Mr. Benedict and Mr. Shaw are familiar with the results of that investigation. Our Legal Department is of the opinion that the State has no legal liability for well damages on this property.

We are prepared, however, because of the nuisance of such a claim, to offer, in a spirit of neighborly compromise, a sum not to exceed \$500 in exchange for a complete release from Mr. Sadilek for the damages about which he has complained.

Will you please call upon this man at your first convenience and attempt to obtain a complete release for a sum not exceeding \$500. Also, please stress that this offer is purely in the spirit of compromise and in no way constitutes an admission of liability.

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper
Mr. L. H. Young
Mr. L. I. Lindas

COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

April 14, 1959

SUBJECT: Robert A. Sadilek
Wall Damage

To: Walter T. Wright
Right of Way Engineer
Office

There is being forwarded herewith an Opinion relative to our liability on wall damage concerning the above property, together with a letter from Forrest Cooper and copies of letters from A. V. Benedict, Metropolitan Engineer and Robert A. Sadilek, the complainant.

I had consulted with Mr. Cooper concerning this matter, and he feels that our best procedure would be to try to negotiate at a figure of \$500 or less for a release from Mr. Sadilek for the damages which he has complained about.

L. I. LINDAS
Chief Counsel

LIL:mab
Attach:
cc - Forrest Cooper ✓

NOTED



RECEIVED
APR 1 - 1959

FOR FILING

4998

Salem, Oregon
March 30, 1959

Complaint re well
Robert A. Sadilek
S. W. Taylors Ferry Road

Mr. Leonard I. Lindas
Chief Counsel
OFFICE

1170

We have another well problem - this one on the Baldock Freeway in the Portland area. I am handing you copies of the pertinent correspondence. Like all well cases, this one is neither black nor white but in the twilight zone between.

Would you please have someone contact the owner, Mr. Robert A. Sadilek, and see if we can buy our way out for a reasonable sum of money. It is suggested in Mr. Young's letter that a reasonable sum would be \$500 or less. That would be the best thing to do - what the second best thing is, I am not sure. I guess it would be best to cross that bridge when we come to it. We should, of course, be responsible for our acts, but in these questionable situations about all we can do is to see if a compromise solution can be worked out.

Please keep me posted.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 26, 1959

SUBJECT: S. W. 14th Ave.-Washington Co. Line
Pacific Highway
Contract No. 4998

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

You will recall that we recently had a complaint from Mr. Robert A. Sadilek, 4542 S. W. Taylors Ferry Road, concerning a well that dried up last summer after our construction work in the area, involving approximately a 12-foot cut, had been completed. Mr. Sadilek was informed, by letter of March 16, that we would investigate and determine our responsibility in the matter.

I have had a report from the Metropolitan Section and from Geologist Lloyd Woolfe and the reports are not in hundred per cent agreement. Following are the non-controversial facts relating to the case:

1. There is about a 12-foot cut out on the freeway and being about 150 feet south of the well.
2. There was some shooting of solid rock in this cut which could have disturbed or changed the underground flow pattern of the water.
3. This cut is, at the present time, bleeding water which could well have been the source of supply of the well. This bleeding is at the rate of about two gallons per minute.
4. The well is the source of an irrigation supply for the maintenance of Mr. Sadilek's yard. It is not used for domestic purposes.
5. Although the drying up of the well last summer occurred in an extremely dry season, neighbors of the Sadileks consider this unusual in light of past performance of the well.
6. Although the well bottoms some 35 feet below grade, our Geologists do not attach too much significance to this as they feel that the water probably enters the well at a much higher elevation.

With the above information in mind, the following conclusions are possible:

NOTED
FORREST COOPER

Mr. Forrest Cooper

-2-

March 26, 1959

1. That the highway construction had no effect on the well and the performance of the well was related only to the dry season. (This does not stand up too good, as the yield of the well was noted to be low as early as May of last year.)

2. It is possible that the water formerly feeding the well was cut off and diverted from by our excavation.

3. The use of explosives in the rock cut adjacent could have, by concussions, jarred certain under water channels, closed and changed their course. (Dr. John Allen of Portland State College, who Mr. Sadilek has consulted, suggested this theory.)

All of the above possibilities are, of course, highly speculative but are quite probable. The above suggests three possible courses of action as follows:

1. Deny the claim.

2. Accept responsibility and settle with the owner on the basis that we have diverted the flow of water from the well.

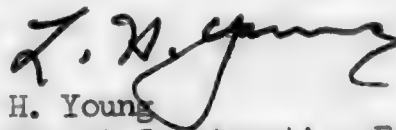
3. Refer the owner to the contractor on the project for damages resulting from blasting for which he would be responsible under the terms of our contract.

As you are aware, it is hard to determine exact facts. In regard to problems of this nature and our course of action must, to some degree, be based on what other people would interpret from the known facts, so it is my recommendation that the Legal Department be instructed to attempt to make a cash settlement with Mr. Sadilek with a ceiling of \$500 being set.

I attach hereto a sketch map showing the relationship of the well to the highway and copies of the reports from both the Metropolitan office and our Geologist.

Tom Edwards
Construction Engineer

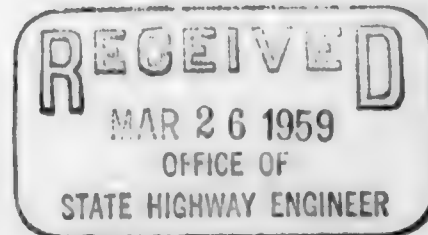
By


L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc: Lloyd Shaw
G. L. Decker



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 24, 1959

To: Mr. G. L. Decker
Staff Assistant
SHOPS

SUBJECT: Sadelek Well Problem
Station 350+00, 150⁺ Rt.
14th Avenue-Washington Co. Line
West Portland Expressway
Multnomah County

During a discussion March 23rd on the subject well problem with L. H. Young, Assistant Construction Engineer, he advised that I should interview Mr. Robert Sadelek at his home. Sadelek has claimed that his well is drying up following our making the cut just southwest of his property.

Mr. Sadelek is an electronics engineer at the Tetronix plant near Beaverton, and the interview, by Ed Johnson, Division I soils engineer-geologist and myself, was carried out between 8:00 and 9:00 P.M., March 23rd.

Sadelek stated he bought the property in March of 1958, and one of the selling points on the house was the large well with a good supply of water. On attempting to use the well during May, it went dry. The previous owner, a Mr. David Roland of 1636 S.W. Carson, CH.4-4170, lived there eight years and never had any trouble with the well except in August. Nearby neighbors, a D. L. Kellerman at 9920 S. W. 48th, and Karl Signer at 9929 S.W. 48th, also had well trouble for the first time last spring. Sadelek said there were several people in his neighborhood who would assert that the well had always been a good well before last spring.

The well measured 47' deep from ground surface, with water standing nine feet down from ground surface. The well has been dug to a diameter of four feet with the top five feet concrete-lined. He has a $\frac{1}{2}$ H.P. jet pump in his basement.

Assuming nine feet deep as the static level, this gives Sadelek a storage capacity of 3,600 gallons.

For the last several years, the well has only been used for watering the large lawn, garden, and shrubbery at the place.

Mr. G. L. Decker

-2-

March 24th, 1959

Sadelek has bills on hand showing that he spent \$30.00 in three months last summer for Capitol Hill Water District water, as he could not use the well.

Sadelek said that he took his problem to a geologist at Portland State College, Dr. John Allen who suggested that blasting in the rock cuts to the west might also have changed the amount and direction of ground water flow to their well.

A photograph in Ed Johnsen's files, taken at station 351+00, dated April 29, 1958, shows that rock had to be blasted out near subgrade in this cut.

With the uncertain element of change of groundwater flow by blasting injected into the picture, I feel more strongly than ever that we can be held liable here, and that we should make every effort to settle out of court.

LLOYD WOOLFE,
Geologist

LW/nbn/v

cc: Mr. Tom Edwards ✓
Lloyd P. Shaw
Lowell Johnston
S. N. Mayhew

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

March 19th, 1959

SUBJECT: S. W. 14th Ave.-Washington Cty. Line
Pacific Highway
Prefix: 26-1080, Contract: 4998

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young

This is in reply to your letter of March 12th regarding a complaint received from a Mr. Robert A. Sadilek about drying up a well opposite approximately station 350 on the subject project.

Mr. Lloyd Woolfe from Salem made a field investigation and has made a report through Mr. Decker's office. Subsequent to Mr. Woolfe's investigation, Lowell Johnston reports that the wet spot noticed in the cut at station 350 did not exist during the summer months; also that last summer was one of the driest seasons in this area.

It is Mr. Lloyd Shaw's conviction that our construction work had no actual effect on the well. If we are legally in an untenable position, he would recommend that a settlement be made with Mr. Sadilek rather than attempting to either deepen his present well or drill a new one.

Three copies of a sketch are attached showing the position of the house and well with relation to the highway.

A. V. Benedict

A. V. BENEDICT,
Assistant Metropolitan Engineer

AVB/bd/t
cc: Lloyd Woolfe
Lowell Johnston
encls.

Young
Please handle

CONSTRUCTION DIVISION

RECEIVED

MAR 20 1959

NOTED.. ☒ ☐ ☐ ☐ ☐
(CL) (RM) (AG) (CUE)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1959

SUBJECT: Sedilek Well Claim
Station 350+00 approximately 150' Right
S. W. 14th Avenue-Washington Co. Line
Ballock Freeway
Multnomah County

To: G. L. Decker
Staff Assistant
S H O Y S

Reference is made to a letter from L. H. Young dated March 12, 1959 on the subject well claim, requesting that I work on this matter with the Metropolitan Office.

Ed Johnson, Division I Soils Engineer-Geologist, and I examined the problem March 17. We found the cut about 200 feet $\pm$ southwest of the house and at about stations 352+00 to 352+50 is leaking around two gallons per minute from springs coming out of the right cut bank.

We are in no position to dispute that this "bleeding" cut has not diverted ground water flow to Sedilek's well, which is only 200 feet $\pm$ away from the cut.

I recommend that Right of Way approach Sedilek with a cash settlement offer of about \$500. If he will not accept a cash settlement, we should then get bids to drill him another well, including a new pump and necessary plumbing and electrical hookup. This well will probably be drilled to a depth between 90 and 70 feet just southwest of his present one.

I discussed, by telephone, my observations with Lloyd Shaw March 18, at which time he suggested this report, and that his office would prepare any necessary drawings.

Lloyd Wolfe
Lloyd Wolfe
Geologist

LM/lg

cc: Tom Edwards
Lloyd Shaw
Lowell Johnston
A. H. Mayhew
Ed Johnson

CONSTRUCTION DIVISION

RECEIVED

MAR 18 1959

NOTED- ☐ ☐ ☐ ☐ ☐
BY AGE AGE CKE

RECEIVED
MAR 17 1959

FOR FILING

March 16, 1959

Mr. Robert A. Sadilek
4542 S. W. Taylors Ferry Road
Portland 19, Oregon

Dear Sir:

With reference to your letter of March 9, I will have a field investigation made into the drying up of your well to determine our responsibility in this matter.

I am, by a copy of this letter, asking that our Metropolitan Engineer, Mr. Lloyd Shaw, or one of his assistants, and our Geologist contact you and discuss the problem with you. These men will report to me, at which time I will correspond with you further in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Lloyd Shaw
Mr. G. L. Decker
Mr. Walter T. Wright

RECEIVED TO
Cooper
The State Highway Engineer

4542 SW Taylors Ferry Rd.
Portland 19, Oregon
March 9, 1959

Director
State Highway Dept.
Salem
Oregon

PLEASE RETURN TO
FORREST COOPER

Gentlemen:

Your cutting operations for the Baldeck Freeway Extension have reduced the water supply to our well. During 1957 and prior years, the well provided an almost limitless amount of water for lawn and garden watering. It was used for domestic water also, until water mains reached this district. The only time the well would have to be "babied" would be during August of each year. Last year (1958), the well ran out of water on the second day that we tried to use it. This was near the end of May. The first day, we watered for about six hours, voluntarily stopping at the end of that period. The second day's water lasted only about two hours.

The well is a few feet in diameter, so it can accumulate the pittance that does trickle in. From then on, it would provide water for only about two hours a week during the seasons that we needed it, and that only if we were lucky.

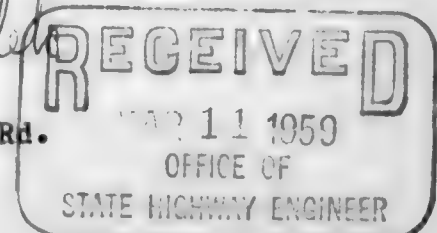
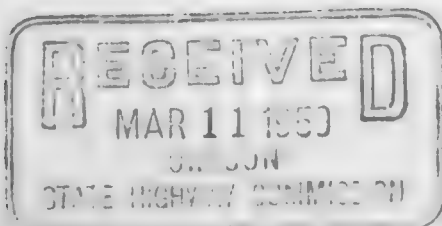
These seem to be about the only solutions:

1. Dig a new well at a more favorable location on my property. Information from two established drillers (A. M. Jannsen Drilling Co. and O. E. Jannsen) indicates a probable cost of \$7.50 per foot. It might require more than 100 feet. Installing the pump and new plumbing would be further expense.
2. Dig the present well deeper. Present depth is 53 feet. The well is in a covered patio, so there would be the expense of removing the roof for drilling operations and then replacing it. Well drillers tell us that this solution would be no cheaper than drilling a new well to the same final depth.
3. Install a piping system from the State of Oregon property to our well in order to conduct the drainage or spring-water, etc. into our well as it used to flow.

I hereby submit a claim for damages.

Very truly yours,

Robert A. Sadilek
Robert A. Sadilek
4542 SW Taylors Ferry Rd.
Portland 19, Oregon



RECEIVED
MAR 18 1959

FOR FILING
4112

March 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering constructing approaches and backfilling abutments and retaining walls on the Spring Garden Street Structure on the S. W. 14th St.-Washington County Line Unit, Harbor Drive-Washington County Line Section of the Portland-Salem Expressway in Multnomah County, Contract No. 4998, in connection with Federal Aid Project No. I-5-6(4)295 (I-303(17)).

This work is necessary to expedite use of the Spring Garden Street structure. No suitable material for use at this time is available in the excavation. The structure is complete except for sidewalks which are to be constructed on the fills.

It is desirable to get the structure in early use. To do so will require pit run borrow for approaches and backfill. Material in excavation is common and cannot be placed for some time on account of wet conditions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
JAN 23 1959
FORM E-307-20M-113048

FOR FILING

4998

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 23, 1959

NOTED
W. G. WILLIAMS

SUBJECT: S. W. 14th Ave.-Washington Co. Line
Pacific Highway
Contract No. 4998

To: Mr. Lloyd Shaw
Metropolitan Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to your letter of January 14 regarding the termination of the subject contract. We are agreeable that this contract shall be terminated under certain conditions:

1. That a price agreement be draw deleting the work, as set forth in Lowell Johnson's letter, from the job. This price agreement should make the statement that there are no outstanding claims which the contractor intends to pursue on this job.

2. A price agreement shall be entered into with Peter Kiewits, the paving contractor on this same section, in which these items of work are delineated. If we can obtain suitable prices for doing this work from Peter Kiewit, the Bureau of Public Roads has indicated that they will approve the termination. They have told us that they will only participate on the price agreement with the paving contractor only to the unit prices which we had with Dennis with the possible exception that the borrow for approaches to the Spring Garden Overcrossing that they would consider participation over the Denis unit price.

Will you please contact the respective contractors and attempt to reach a satisfactory agreement. Your early attention to this is requested.

Tom Edwards
Construction Engineer

By *L. H. Young*
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
S. H. Probert
C. G. Polk

NOTED
FORREST COOPER

RECEIVED
JAN 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Portland, Oregon
January 14, 1959

Mr. Tom Swaine
Construction Engineer
State Highway Department
Salem, Oregon

U.S. 101 Ave. Washington Cty. Line
Pacific Highway
Project 26-1000, Contract 4998

Attention: Mr. L. H. Young

Herewith copy of a letter from G. D. Dennis and Sons requesting that they be relieved of the balance of the work under their contract.

Lowell Johnston has investigated and prepared a statement of the status of work and the amount of work remaining to be done, a copy of his report being attached. He concludes with the recommendation that "due to the hold up in right of way and also due to the fact that the contractor was held up by other contractors and was unable to finish the project during 1958, I would recommend that he be relieved from completing the remaining items as listed above, and that they be finished at some time."

This office concurs in the recommendation made by Lowell Johnston.

A. V. Benedict

A. V. BENEDICT,
Assistant Metropolitan Engineer

AVB/ed/t
encl.
cc: L. Johnston

CONSTRUCTION DIVISION
RECEIVED

NOTED ☒ ☒ ☒ ☒ ☒
JAN 15 1959

Mr. Lloyd P. Shaw

-2-

January 12, 1959

Pipe & Catch Basin right Station 274

Contr. Item #18 - 60' 8" Sewer Pipe @ \$1.30	\$78.00
# 2 - 12 cu.yd. Drainage Exc. @ \$2.25	22.50
#33 - 1 Catch Basin @ \$75.00	75.00
	<u>\$175.50</u>

Approaches to Spring Street Freeway Station 274+44.20

Contr. Item # 4 - 4,500 cu.yd. Imp. Subv. @ 0.31	1395.00
#46 - 3 cu.yd. Concrete Curb @ \$43.50	217.50
#47 - 200 cu.yd. Guard rail @ \$2.85	580.00
#48 - 750 cu.yd. Gr. Filling in Base @ \$3.10	2790.00
#49 - 100 cu.yd. 3/4" Gr. in Base @ \$3.25	325.25
#47 - 10' 6" 3/4" Gravel @ \$2.00	20.00
#49 - 15 cu.yd. 3/4" Gr. in Binder @ \$4.50	67.50
#50 - 2 tons AC-3 in Binder @ \$48.00	96.00
#51 - 400 Tons Class "B" Asph. Concrete @ \$6.70	2680.00
	<u>\$5151.25</u>

Sewer Pipe near Intersection of Central & Harbor Blvd.

Contr. Item # 2 - 200 cu.yd. Drain. Exc. @ \$2.25	\$ 450.00
# 18 - 180' 8" Sewer Pipe @ \$1.30	234.00
# 34 - 100' 8" Sewer Pipe @ \$1.50	150.00
# 35 - 500' 12" Sewer Pipe @ \$1.75	875.00
# 33 - 8 Catch Basins @ \$75.00	600.00
# 36 - 2 Manholes @ \$235.00	470.00

Type D-1 AC Island Rt "B-B" Station 124+60.

Contr. Item # 38 - 2 cu.yd. concrete in Curb @ \$43.50	87.00
# 45 - Co.Gr. Base, in Island-7 cu.yds. @ \$3.10	21.70
# 51 - 7 tons Asphaltic Concrete @ \$6.70	46.90

Conn. in Curb - Harbor Blvd. 127-133 Lt.

Contr. Item # 38 - 10 cu.yd. concrete in curb @ \$43.50	435.00
---	--------

Class "B" Asphaltic Concrete

Contr. Item #51 - 570 Tons "B-B" 122-131 @ \$6.70	3819.00
#51 - 150 Tons "B-B" 131-30-00-340+75 (North of B-B) @ \$6.70	1005.00
	<u>\$4824.00</u>

Grand Total.....\$17,040.35

The total amount of the contract (bid items) was \$617,994.50 and the amount of work performed by the contractor on contract bid items to

Mr. Lloyd P. Shaw

-5-

January 12, 1959

January 5th, 1959 is \$684,000. The total amount of work done by the contractor, including price agreements and extra work items amounts to \$731,000.

If Dennis is relieved of the contract at this time it will be necessary to complete these items either on the two existing bridge contracts, or they could be completed on the paving project, which runs from W. W. 11th Avenue to the Washington County Line.

It is my opinion that the unit prices for the various items to complete the project would be somewhat higher than the prices in the Dennis contract if done by another contractor. Also at the Spring Garden Overcrossing structure, I believe it would be necessary to haul in suitable backfill material to complete the fills at the ends of the structure, as the material available at the site is not suitable for use. In computing the cost of the work remaining to be done at the Spring Garden Structure, the cost of the Dennis contract price was used for the backfill material, but if outside material is used, it will, of course, increase the cost of the backfilling.

Due to the hold up of the project in May and also due to the fact that the contractor was held up by other contractors and was unable to finish the project during 1958, I would recommend that he be relieved from completing the remaining items of the project and that the job be finished at this time.

Lowell A. Johnston,
Resident Engineer

LAS/BS/t

B. D. DENNIS
DALE DENNIS
DALLAS DENNIS



B. D. DENNIS AND SONS

CONTRACTORS

1055 S. E. JOHNSON CREEK BLVD.

PORTLAND 5, OREGON

December 11, 1958

Mr. [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Dear Sir:-

RE: Contract No. 1958

Reference is made to our contract for grading a portion of the Mallock
Freeway in the City of Portland between the Washington County line and
11th Street.

This work has been satisfactorily completed with some minor exceptions, and
therefore, we respectfully request that these incomplete items be deleted
from our contract and the work accepted.

We are unable to complete certain items of our work because of conditions
beyond our control. The portion of completed work shown under
certain complete structures shown which we have no access. It might be
pointed out that before we began working on the job, we had a conference
with Mr. Williams and Mr. [illegible] on the subject of
right-of-way. During this meeting, the question was asked what would
happen if we were to complete our contract before these complete structures
were finished? We were advised that we would not be expected to undertake
such items of work unless we had immediate access to them.

We feel we were fortunate to be able to bring the work to as successful
a completion as we did because of many unforeseen difficulties. First, we
were delayed every (40) days for access. Second, even after access, many
pieces of property were not to be removed and we were denied access to them.
This worked a hardship on our equipment, especially in view of the wet
conditions which would definitely be maintained by moving from one to another.
The strikes, as you know, further reduced our available working time by
seven weeks.

Will you please consider these facts in deciding if our contract is complete?

METROPOLITAN ENGINEER

RECEIVED

JAN 2 1959

Noted

☐ ☒ ☐ ☐ ☐

DD:es

Respectfully yours,

B. D. DENNIS & SONS

B. D. Dennis

DALE DENNIS

RECEIVED
JAN 20 1959

FOR FILE

I-305 (12)

4995

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 19, 1959

SUBJECT: S. W. 14th Avenue-
Washington Co. Line Section
Baldock Freeway
Contract No. 4998

To: Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Enclosed find price agreement No. 9 on subject section for repairing the surface of a county road between S. W. Barbur Boulevard and S. W. Multnomah Boulevard which has been and will continue to be used as a detour by the Highway Department while the 19th Avenue and the Multnomah Boulevard over-crossing structures are under construction.

This order is in the amount of three hundred tons Class "B" asphaltic concrete at \$6.85 a ton for a total of \$2,055.00.

The existing surface of the detour route which runs northerly from S. W. Barbur Boulevard on S. W. 24th Avenue to Hume Court, westerly on Hume Court to S. W. 25th Ave., northerly on S. W. 25th Ave. to Multnomah Blvd. for a total of approximately 1,000 feet was composed of a light oil mat and was apparently adequate for the small amount of resident traffic it carried. However, since closing the Multnomah Blvd. we have increased the traffic on this section more than ten-fold and the street surface has subsequently potted out and become extremely rough.

In keeping with usual practices, we plan to repair the pot-holes and cover the entire route with about two inches of asphalt and concrete. The officials of Multnomah County have already made complaint of the condition that now exists. I have discussed the possibility of receiving Federal participation in this necessary work with Mr. Cowan and explained to him that this detour is merely an extension of a detour road constructed and paved under price agreement No. 7 of the same contract. The price of \$6.85 per ton is exactly the same price listed under price agreement No. 7. While Mr. Cowan did not commit himself to the approval of this order, he did state that there was a fair possibility of receiving Federal participation. At any rate, the work is necessary whether we receive Federal participation or not. Your approval is recommended.

Tom Edwards
Construction Engineer

By

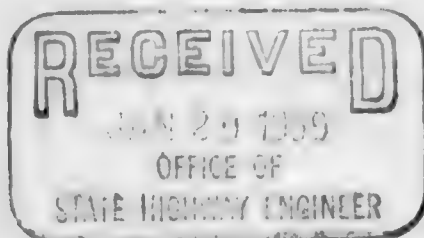
F. B. Klaboe
EAB?

F. B. Klaboe
Field Construction Engineer

FORREST COOPER

FBK:lw:dh

Enc.



RECEIVED
DEC 18 1958

FOR FILING

T 303 (17)
4976

Dec. 17, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to G. D. Dennis & Sons a portion of the funds heretofore retained by the Commission on Contract No. 4998, for grading on the S. W. 14th Avenue-Washington County Line Unit, Harbor Drive-Washington County Line Section of the Portland-Salem Expressway in Multnomah County.

This payment, in the amount of \$35,766.21, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$21,891.16. The present payment will be released on or after Dec. 27, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

cc: Anacosta & Schram
530 Bond Bldg.
Portland 4, Oregon

NOTED ON CARD

cm

RECEIVED
AUG 6 1958

FOR FILING

I-303(17)

4998

August 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering grading for detour on the S. W. 14th Avenue-Washington County Line Section of the Portland-Salem Freeway Highway in Multnomah County, Contract No. 1698, in connection with Federal Aid Project No. I-5-6(4)295 (I-303(17)).

This work is necessary to grade the temporary crossing of the Freeway for the detour to be constructed under Price Agreement No. 7.

Due to the nature of the work and timing element, the contractor is not willing to do the work at contract prices.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Ferrant Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

Monthly transaction number 7-104	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number I-303(17)	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
		Project number I-5-6(4)295

The Project Agreement for the above-referenced project **old I-303(17)** entered into between the undersigned parties and executed by the Division Engineer on **November 13,** 19 **57**, is hereby modified as follows:

Revised estimated total cost of project \$ **1,313,111.00**

Revised Federal funds \$ **1,212,800.00**

Other revisions **The project number has been revised to conform to the new Interstate numbering system. Previous project number was I-303(17).**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **23** day of **July**, 19 **58**.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By *[Signature]*

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *[Signature]*

C. G. Polk
Division Engineer

Oregon State Highway Department

Federal Aid
Project No. I-303(17)

SOUTHWEST 14th AVENUE - WASHINGTON COUNTY LINE

SECTION OF THE PORTLAND-TALEN WATERWAY

IN WASHINGTON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. This estimate includes all the construction as programmed under this project.)

Salem, Oregon, June 11, 1958

Type Code P. E.

Preliminary Engineering

All Required

\$20,200.00

Type Code 0010

Roadway (Sta. 255+00 to Sta. 267+70)(Sta. 268+85 to Sta. 342+00)(Sta. 344+60 to Sta. 390+00) (Contract No. 4998)

Clearing and Grubbing	All Required		\$ 50,000.00
Drainage Excavation, Unclassified	8,500 Cu. Yds.	\$ 2.25	19,125.00
Structural Excavation, Unclassified	180 Cu. Yds.	3.00	540.00
General Excavation, Unclassified	681,500 Cu. Yds.	0.31	211,265.00
Short Overhaul	2,670,000 Yd. Sta.	0.008	21,360.00
Long Overhaul	24,800 C-Yd. Sta.	0.50	12,400.00
Finishing Roadbed and Slope	All Required		5,500.00
Building Outbanks	10,800 Lin. Ft.	0.15	1,620.00
12 Inch Concrete Pipe	730 Lin. Ft.	2.00	1,460.00
18 Inch Concrete Pipe	1,160 Lin. Ft.	3.25	3,770.00
24 Inch Concrete Pipe	1,090 Lin. Ft.	5.00	5,450.00
30 Inch Concrete Pipe	320 Lin. Ft.	6.25	2,000.00
36 Inch Concrete Pipe	830 Lin. Ft.	8.00	6,640.00
48 Inch Concrete Pipe	140 Lin. Ft.	12.50	1,750.00
54 Inch Concrete Pipe, Extra Strength	340 Lin. Ft.	20.00	6,800.00
12 Inch Corrugated Metal Pipe	80 Lin. Ft.	3.15	252.00
48 Inch Corrugated Metal Pipe	150 Lin. Ft.	18.00	2,700.00
8 Inch Sewer Pipe	4,500 Lin. Ft.	1.30	5,850.00
10 Inch Sewer Pipe	1,600 Lin. Ft.	1.50	2,400.00
12 Inch Sewer Pipe	4,600 Lin. Ft.	1.75	8,050.00
15 Inch Sewer Pipe	3,500 Lin. Ft.	2.25	7,875.00
18 Inch Sewer Pipe	3,300 Lin. Ft.	2.83	9,339.00
21 Inch Sewer Pipe	1,400 Lin. Ft.	3.70	5,180.00
60 Inch Sewer Pipe	30 Lin. Ft.	19.50	585.00
Extra For Pipe Under Pavement	140 Lin. Ft.	4.00	560.00
6 Inch Perforated Metal Drain Pipe	1,800 Lin. Ft.	1.50	2,700.00
12 Inch Perforated Metal Drain Pipe	800 Lin. Ft.	3.00	2,400.00
8 Inch Metal Drain Pipe	160 Lin. Ft.	2.00	320.00

Southwest 14th Avenue-Washington
County Line Section

-2-

Project No. 1-303(17)

12 Inch Metal Drain Pipe	830 Lin. Ft.	\$ 3.00	\$ 2,490.00
15 Inch Metal Drain Pipe	50 Lin. Ft.	3.75	187.50
18 Inch Metal Drain Pipe	260 Lin. Ft.	4.50	1,170.00
Special Backfill In Drains	400 Cu. Yds.	5.00	2,000.00
Concrete Catch Basins	10 Only	75.00	750.00
Special Concrete Catch Basins	90 Only	95.00	8,550.00
Concrete Inlets	20 Only	65.00	1,300.00
Concrete Manholes	50 Only	235.00	11,750.00
Concrete Manholes Type "B" Modified	2 Only	220.00	440.00
Concrete Curbs	150 Cu. Yds.	43.50	7,830.00
Concrete In Islands	20 Cu. Yds.	40.00	800.00
1 1/2 Inch Electrical Conduit	90 Lin. Ft.	1.60	144.00
1 1/2 Inch Electrical Conduit	250 Lin. Ft.	1.90	475.00
Metal Guard Rail	3,700 Lin. Ft.	2.80	10,360.00
Class "A" Concrete	34 Cu. Yds.	65.00	2,210.00
Metal Reinforcement	5,000 Lbs.	0.15	450.00
Coarse Crushed Material in Base	33,500 Cu. Yds.	3.10	103,850.00
3/4" - 0 Material in Base	3,900 Cu. Yds.	3.25	12,675.00
Sprinkling	1,400 M-Gals.	2.00	2,800.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	330 Cu. Yds.	4.50	1,485.00
MC-3 Asphalt	50 Tons	48.00	2,400.00
Class "B" Asphaltic Concrete	5,800 Tons	6.70	38,860.00
RS-1 Asphalt in Tack Coat	8 Tons	65.00	520.00
Furnishing and Placing Aggregate	660 Cu. Yds.	4.20	2,772.00
120-150 Asphalt in Oiling	50 Tons	48.00	2,400.00
RS-1 Asphalt in Oiling	16 Tons	55.00	880.00
			<u>\$617,994.50</u>
Adjust City of Portland Water and Sewer System	All Required		16,600.00
Move Power Poles by Portland General Electric Co.	All Required		8,500.00
			<u>\$643,094.50</u>

Type Code 0010

Rehab (Sta. 342+00 to Sta. 344+60) (Contract No. 5020)

Removal of Pavement	2,000 Sq. Yds.	\$0.70	\$ 1,400.00
Drainage Excavation, Unclassified	40 Cu. Yds.	4.00	160.00
General Excavation, Unclassified	35,400 Cu. Yds.	1.00	35,400.00
8 Inch Sewer Pipe	90 Lin. Ft.	1.50	135.00
Extra For Pipe Under Pavement	36 Lin. Ft.	4.00	144.00
6 Inch Metal Drain Pipe	130 Lin. Ft.	1.50	195.00
Concrete Inlets	2 Only	80.00	160.00
Salvaging Guard Rail	380 Lin. Ft.	1.00	380.00
Coarse Crushed Material in Base	880 Cu. Yds.	3.20	2,816.00

Southwest 14th Avenue-Washington
County Line Section

-3-

Project No. I-303(17)

3/4" - 0 Material in Base	170 Cu. Yds.	\$ 3.20	\$ 544.00
Sprinkling	36 H. Gals.	4.00	144.00
Class "B" Asphaltic Concrete	280 Tons	8.10	2,268.00
			\$ 43,746.00

True Code 0010

Roadway (Sta. 390+50 to Sta. 400+00) (Contract 5165)

Clearing and Grubbing (35%)	All Required		\$ 980.00
Drainage Excavation, Unclassified	450 Cu. Yds.	\$ 4.50	2,025.00
General Excavation, Unclassified	2,400 Cu. Yds.	1.05	2,520.00
Short Overhaul	175,000 Yd. Sta.	0.01	1,750.00
Long Overhaul	900 C-Yd. Sta.	1.00	900.00
18 Inch Concrete Pipe	30 Lin. Ft.	3.60	108.00
24 Inch Concrete Pipe	230 Lin. Ft.	5.00	1,150.00
30 Inch Concrete Pipe	50 Lin. Ft.	7.00	350.00
36 Inch Concrete Pipe	50 Lin. Ft.	8.00	400.00
8 Inch Sewer Pipe	700 Lin. Ft.	1.60	1,120.00
10 Inch Sewer Pipe	160 Lin. Ft.	1.80	288.00
12 Inch Sewer Pipe	250 Lin. Ft.	2.90	725.00
Concrete Manholes	3 Only	2.40	7.20
Special Concrete Catch Basins	8 Only	69.00	552.00
Salvaging Guard Rail	500 Lin. Ft.	1.00	500.00
Coarse Crushed Material in Base	500 Cu. Yds.	2.40	1,200.00
3/4" - 0 Material in Base	170 Cu. Yds.	2.50	425.00
Sprinkling	30 H-Gals.	3.00	90.00
			\$ 15,090.20

Subtotal	701,930.70
10% Engr. & Cont.	70,193.07
Total	\$772,123.77

Length of Roadway- - - - - 2.693 Miles
Cost of Roadway Per Mile - \$286,715.10

True Code 6201

Roadway (Sta. 400+00 to Sta. 418+00) (Contract 5165)

Clearing and Grubbing (65%)	All Required		\$ 1,820.00
Removal of Pavement	7,800 Sq. Yds.	\$ 0.45	3,510.00
Removal of Curbs	1,500 Lin. Ft.	0.25	375.00
Removal of Catch Basins	5 Only	10.00	50.00
Removal of Miscellaneous Concrete and Masonry	90 Cu. Yds.	4.00	360.00
Drainage Excavation, Unclassified	1,250 Cu. Yds.	4.50	5,625.00

Southwest 14th Avenue-Washington
County Line Section

-4-

Project No. 1-303(17)

General Excavation, Unclassified	84,000 Cu. Yds.	\$ 1.05	\$ 88,200.00
Short Overhaul	84,300 Yd. Sta.	0.01	843.00
Long Overhaul	400 C-Yd. Sta.	1.00	400.00
Finishing Roadbed and Slopes	All Required		1,500.00
12 Inch Concrete Pipe	42 Lin. Ft.	2.10	88.20
18 Inch Concrete Pipe	360 Lin. Ft.	3.60	1,296.00
36 Inch Concrete Pipe	40 Lin. Ft.	8.00	320.00
6 Inch Metal Drain Pipe	100 Lin. Ft.	1.40	140.00
8 Inch Metal Drain Pipe	240 Lin. Ft.	1.70	408.00
6 Inch Perforated Metal Drain Pipe	120 Lin. Ft.	1.50	180.00
8 Inch Perforated Metal Drain Pipe	220 Lin. Ft.	1.80	396.00
Special Backfill in Drains	80 Cu. Yds.	4.50	360.00
8 Inch Sewer Pipe	600 Lin. Ft.	1.60	960.00
10 Inch Sewer Pipe	60 Lin. Ft.	1.80	108.00
12 Inch Sewer Pipe	1,090 Lin. Ft.	2.90	3,045.00
15 Inch Sewer Pipe	880 Lin. Ft.	3.40	2,992.00
18 Inch Sewer Pipe	350 Lin. Ft.	4.00	1,400.00
Extra For Pipe Under Pavement	330 Lin. Ft.	4.50	1,485.00
Concrete Manholes	3 Only	2.40	7.20
Special Concrete Catch Basins	20 Only	69.00	1,380.00
Adjustment of Catch Basins	2 Only	25.00	50.00
Concrete Curbs	400 Cu. Yds.	33.00	13,200.00
Concrete in Islands	2 Cu. Yds.	42.00	84.00
Metal Guard Rail	3,800 Lin. Ft.	2.48	9,424.00
Metal Median Barrier	820 Lin. Ft.	3.85	3,157.00
Salvaging Guard Rail	1,300 Lin. Ft.	1.00	1,300.00
1 1/2" Electrical Conduit	980 Lin. Ft.	1.50	1,470.00
Coarse Crushed Material in Base	25,200 Cu. Yds.	2.40	60,480.00
3/4" - 0 Material in Base	3,930 Cu. Yds.	2.50	9,825.00
Sprinkling	1,070 M-Gals.	3.00	3,210.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	330 Cu. Yds.	3.50	1,155.00
BC-3 Asphalt	54 Tons	45.00	2,430.00
Class "B" Asphaltic Concrete	8,000 Tons	6.35	50,800.00
Asphaltic Concrete Traffic Markers	2,000 Lin. Ft.	1.00	2,000.00
Furnishing and Placing Aggregate	80 Cu. Yds.	5.50	440.00
120-150 Asphalt in Shoulder Oiling	6 Tons	80.00	480.00
RS-1 Asphalt in Shoulder Oiling	3 Tons	80.00	240.00
Flagging (57 1/2% of Contractor's Costs)	All Required		\$277,993.40
Seeding and Mulching	All Required		6,000.00
			1,200.00
	Subtotal		\$285,193.40
	10% Engr. & Cont.		28,519.34
	Total		\$313,712.74

Length of Roadway 0.341 Mile
Cost of Roadway Per Mile \$919,978.87

Southwest 14th Avenue-Washington
County Line Section

-5-

Project No. I-303(17)

Item Code X731

Pacific Highway Underpassing (Sta. 430+33.13) (Contract No. 5165)

Structural Excavation	228 Cu. Yds.	\$ 5.50	\$ 1,254.00
Class "A" Concrete	515 Cu. Yds.	67.00	34,505.00
Metal Reinforcement	108,300 Lbs.	0.1125	12,183.75
Structural Steel	All Required		25,350.00
Metal Parapet Rail	524 Lin. Ft.	6.00	3,144.00
Concrete Slab Riprap	490 Sq. Yds.	5.00	2,450.00
			<u>\$ 78,886.75</u>

Item Code X721

Pacific Highway Ramp Underpassing (Sta. "A" 404+27.11) (Contract No. 5165)

Structural Excavation	600 Cu. Yds.	\$ 5.50	\$ 3,300.00
Furnishing Steel Piling	680 Cu. Yds.	6.30	4,284.00
Drive Steel Piles	19 Only	70.00	1,330.00
Class "A" Concrete	955 Cu. Yds.	67.00	63,985.00
Metal Reinforcement	268,000 Lbs.	0.1125	30,150.00
Metal Rail	383 Lin. Ft.	8.00	3,064.00
Concrete Slab Riprap	650 Sq. Yds.	5.00	3,250.00
			<u>\$109,363.00</u>
	Subtotal		188,249.75
	10% Engr. & Cont.		18,824.97
	Total		<u>\$207,074.72</u>

Length of 2 Structures - 0.000 Mile
Length of 4 Structures - 0.031 Miles (Exceptions)

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 20,200.00	\$ 18,500.00	\$ 1,700.00
Roadway (Grating)	772,123.77	713,210.00	58,913.77
Roadway (Grate & Pave)	313,712.74	289,800.00	23,912.74
Structures	207,074.72	191,290.00	15,784.72
	<u>\$1,313,111.23</u>	<u>\$1,212,800.00</u>	<u>\$100,311.23</u>

State Funds For Construction: Chap. 521, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds For Maintenance: Chap. 529, laws 1939.

S. W. 14th AVENUE-WASHINGTON COUNTY LINE SECTION

Project No. I-303(17)

Estimated cost of work to be done by
City of Portland

Materials	\$ 4,000.00
Labor	8,600.00
Equipment	945.00
Miscellaneous and Overhead	3,064.00
	<u>\$16,609.00</u>
Use	<u>\$16,600.00</u>

Estimated cost of work to be done by
Portland General Electric Co.

Labor	\$ 6,772.88
Materials	9,888.40
Cost of increasing Poles on S.W. Barber Blvd. from 40' to 60'-75'	489.00
Subtotal	<u>17,144.28</u>
Less Salvage	7,267.62 Cr.
Less Depreciation	1,353.63 Cr.
Total	<u>\$8,523.03</u>
Use	<u>\$8,500.00</u>

Oregon State Highway Department

Federal Aid
Project No. I-303(17)

SOUTHWEST 14th AVENUE-WASHINGTON COUNTY LINE SECTION
OF THE PORTLAND-SALEM EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon September 25, 1957

Type Code P. E.

All Required Preliminary Engineering \$20,200.00

Type Code 0010

Roadway (Sta. 255+00 to Sta. 267+70)(Sta. 268+85 to Sta. 342+00)(Sta. 344+60 to Sta. 390+50)(Contract No. 1998)

All Required	Clearing and Grubbing		\$ 50,000.00
8,500 cu. yds.	Drainage Excavation, Unclassified	\$2.25	19,125.00
180 cu. yds.	Structural Excavation, Unclassified	3.00	540.00
681,500 cu. yds.	General Excavation, Unclassified	.31	211,265.00
2,670,000 yd. stas.	Short Overhaul	.0008	21,360.00
24,800 C-yd. stas.	Long Overhaul	.50	12,400.00
All Required	Finishing Roadbed and Slopes		5,500.00
10,800 lin. ft.	Rounding Outbanks	.15	1,620.00
730 lin. ft.	12-inch Concrete Pipe	2.00	1,460.00
1,160 lin. ft.	18-inch Concrete Pipe	3.25	3,770.00
1,090 lin. ft.	24-inch Concrete Pipe	5.00	5,450.00
320 lin. ft.	30-inch Concrete Pipe	6.25	2,000.00
830 lin. ft.	36-inch Concrete Pipe	8.00	6,640.00
140 lin. ft.	48-inch Concrete Pipe	12.50	1,750.00
320 lin. ft.	54-inch Concrete Pipe, Extra Strength	20.00	6,400.00
80 lin. ft.	12-inch Corrugated Metal Pipe	3.15	252.00
150 lin. ft.	48-inch Corrugated Metal Pipe	18.00	2,700.00
4,500 lin. ft.	8-inch Sewer Pipe	1.30	5,850.00
1,600 lin. ft.	10-inch Sewer Pipe	1.50	2,400.00
4,600 lin. ft.	12-inch Sewer Pipe	1.75	8,050.00
3,500 lin. ft.	15-inch Sewer Pipe	2.25	7,875.00
3,300 lin. ft.	18-inch Sewer Pipe	2.83	9,339.00
1,400 lin. ft.	21-inch Sewer Pipe	3.70	5,180.00
30 lin. ft.	60-inch Sewer Pipe	19.50	585.00
140 lin. ft.	Extra for Pipe Under Pavement	4.00	560.00
1,800 lin. ft.	6-inch Perforated Metal Drain Pipe	1.50	2,700.00
800 lin. ft.	12-inch Perforated Metal Drain Pipe	3.00	2,400.00
160 lin. ft.	8-inch Metal Drain Pipe	2.00	320.00
830 lin. ft.	12-inch Metal Drain Pipe	3.00	2,490.00
50 lin. ft.	15-inch Metal Drain Pipe	3.75	187.50
260 lin. ft.	18-inch Metal Drain Pipe	4.50	1,170.00
400 cu. yd.	Special Backfill in Drains	5.00	2,000.00
10 only	Concrete Catch Basins	75.00	750.00

90 only	Special Concrete Catch Basins	\$95.00	\$ 8,550.00
20 only	Concrete Inlets	65.00	1,300.00
50 only	Concrete Manholes	235.00	11,750.00
2 only	Concrete Manholes, Type "B", Modified	220.00	440.00
180 cu. yds.	Concrete Curbs	43.50	7,830.00
20 cu. yds.	Concrete in Islands	40.00	800.00
90 lin. ft.	1 1/2-inch Electrical Conduit	1.60	144.00
250 lin. ft.	1 1/2-inch Electrical Conduit	1.90	475.00
3,700 lin. ft.	Metal Guard Rail	2.80	10,360.00
3 1/4 cu. yds.	Class "A" Concrete	65.00	2,210.00
3,000 lbs.	Metal Reinforcement	.15	450.00
33,500 cu. yds.	Coarse Crushed Material in Base	3.10	103,850.00
3,900 cu. yds.	3/4" - 0 Material in Base	3.25	12,675.00
1,400 H-gals	Sprinkling	2.00	2,800.00
All Required	Preparation of Base		1,000.00
320 cu. yds.	3/4"-0 Material in Binder Course	4.50	1,440.00
50 tons	EC-3 Asphalt	48.00	2,400.00
5,800 tons	Class "B" Asphaltic Concrete	6.70	38,860.00
8 tons	RS-1 Asphalt in Tack Coat	65.00	520.00
660 cu. yds.	Furnishing and Placing Aggregates	4.20	2,772.00
50 tons	120-150 Asphalt in Oiling	48.00	2,400.00
16 tons	RS-1 Asphalt in Oiling	55.00	880.00
All Required	Adjust City of Portland Water System		\$617,994.50
All Required	Adjust City of Portland Sewer System		38,000.00
			1,800.00
			\$657,794.50

Type Code 0010

Roadway (Sta. 342+00 to Sta. 344+60) (Contract No. 5020)

2,000 sq. yds.	Removal of Pavement	.70	\$ 1,400.00
40 cu. yds.	Drainage Excavation, Unclassified	4.00	160.00
35,400 cu. yds.	General Excavation, Unclassified	1.00	35,400.00
90 lin. ft.	8-inch Sewer Pipe	1.50	135.00
36 lin. ft.	Extra for Pipe Under Pavement	4.00	144.00
130 lin. ft.	6-inch Metal Drain Pipe	1.50	195.00
2 only	Concrete Inlets	80.00	160.00
380 lin. ft.	Salvaging Guard Rail	1.00	380.00
880 cu. yds.	Coarse Crushed Material in Base	3.20	2,816.00
170 cu. yds.	3/4"-0 Material in Base	3.20	544.00
36 H-gals.	Sprinkling	4.00	144.00
280 tons	Class "B" Asphaltic Concrete	8.10	2,268.00

\$ 43,746.00

Subtotal
10% Engr. & Cont.

\$701,540.50

70,154.05

Total

\$771,694.55

Length of Roadway 2.513
Length of Structures 0.031
Total Length 2.544
Cost of Roadway Per Mile \$304,897.09

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 20,200.00	\$ 18,500.00	\$ 1,700.00
Roadway	<u>771,694.55</u>	<u>712,900.00</u>	<u>58,794.55</u>
	\$791,894.55	\$731,400.00	\$ 60,494.55

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Retained in Program Status:

Work: Grade and Drain, Sta. 390+50 to 428+00. Two Grade Separation Structures.

Federal Funds: \$ 896,900

Oregon State Highway Department

Federal Aid
Project No. I-303(17)

SOUTHWEST 14TH AVENUE-WASHINGTON COUNTY LINE

SECTION OF THE PORTLAND-SALM EXPRESSWAY

IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modified project agreement.)

Salem, Oregon, February 10, 1958

Type Code P. E.

Preliminary Engineering

All Required

\$ 20,200.00

Type Code 0010

Roadway (Sta. 255+00 to Sta. 267+70) (Sta. 268+85 to Sta. 342+00)
(Sta. 344+60 to Sta. 390+50) (Contract No. 4995)

Clearing and Grubbing	All Required	\$	\$ 50,000.00
Drainage Excavation, Unclassified	8,500 cu. yds.	2.25	19,125.00
Structural Excavation, Unclassified	180 cu. yds.	3.00	540.00
General Excavation, Unclassified	681,500 cu. yds.	0.31	211,265.00
Short Overhaul	2,670,000 yd. sta.	0.008	21,360.00
Long Overhaul	24,800 C-y-sta.	0.50	12,400.00
Finishing Roadbed and Slopes	All Required		5,500.00
Rounding Cutbanks	10,800 lin. ft.	0.15	1,620.00
12-inch Concrete Pipe	730 lin. ft.	2.00	1,460.00
18-inch Concrete Pipe	1,160 lin. ft.	3.25	3,770.00
24-inch Concrete Pipe	1,090 lin. ft.	5.00	5,450.00
30-inch Concrete Pipe	320 lin. ft.	6.25	2,000.00
36-inch Concrete Pipe	830 lin. ft.	8.00	6,640.00
48-inch Concrete Pipe	140 lin. ft.	12.50	1,750.00
54-inch Concrete Pipe, Extra Strength	320 lin. ft.	20.00	6,400.00
12-inch Corrugated Metal Pipe	80 lin. ft.	3.15	252.00
48-inch Corrugated Metal Pipe	150 lin. ft.	18.00	2,700.00
8-inch Sewer Pipe	4,500 lin. ft.	1.30	5,850.00
10-inch Sewer Pipe	1,600 lin. ft.	1.50	2,400.00
12-inch Sewer Pipe	4,600 lin. ft.	1.75	8,050.00
15-inch Sewer Pipe	3,500 lin. ft.	2.25	7,875.00
18-inch Sewer Pipe	3,300 lin. ft.	2.83	9,339.00
21-inch Sewer Pipe	1,400 lin. ft.	3.70	5,180.00
60-inch Sewer Pipe	30 lin. ft.	19.50	585.00
Extra for Pipe Under Pavement	140 lin. ft.	4.00	560.00
6-inch Perforated Metal Drain Pipe	1,800 lin. ft.	1.50	2,700.00
12-inch Perforated Metal Drain Pipe	800 lin. ft.	3.00	2,400.00
8-inch Metal Drain Pipe	160 lin. ft.	2.00	320.00
12-inch Metal Drain Pipe	830 lin. ft.	3.00	2,490.00
15-inch Metal Drain Pipe	50 lin. ft.	3.75	187.50
18-inch Metal Drain Pipe	260 lin. ft.	4.50	1,170.00

Special Backfill in Drains	100 cu. yds.	\$ 5.00	\$ 2,000.00
Concrete Catch Basins	10 only	75.00	750.00
Special Concrete Catch Basins	90 only	95.00	8,550.00
Concrete Inlets	20 only	65.00	1,300.00
Concrete Manholes	50 only	235.00	11,750.00
Concrete Manholes Type "B" Modified	2 only	220.00	440.00
Concrete Curb	180 cu. yds.	43.50	7,830.00
Concrete in Islands	20 cu. yds.	40.00	800.00
1 1/2-inch Electrical Conduit	90 lin. ft.	1.60	144.00
1 1/2-inch Electrical Conduit	250 lin. ft.	1.90	475.00
Metal Guard Rail	3,700 lin. ft.	2.80	10,360.00
Class "A" Concrete	34 cu. yds.	65.00	2,210.00
Metal Reinforcement	3,000 lbs.	0.15	450.00
Coarse Crushed Material in Base	33,500 cu. yds.	3.10	103,850.00
3/4" - 0 Material in Base	3,900 cu. yds.	3.25	12,675.00
Sprinkling	1,400 H-gals.	2.00	2,800.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	320 cu. yds.	4.50	1,440.00
BC-3 Asphalt	50 tons	48.00	2,400.00
Class "B" Asphaltic Concrete	5,800 tons	6.70	38,860.00
RS-1 Asphalt in Tack Coat	8 tons	65.00	520.00
Furnishing and Placing Aggregates	660 cu. yds.	4.20	2,772.00
120-150 Asphalt in Oiling	50 tons	48.00	2,400.00
RS-1 Asphalt in Oiling	16 tons	55.00	880.00

Adjust City of Portland Water System
Adjust City of Portland Sewer System

All Required
All Required

\$617,994.50
38,000.00
1,800.00

\$657,794.50

Type Code 0010

Recovery (Sta. 31,2400 to Sta. 31,4460)
(Contract No. 5020)

Removal of Pavement	2,000 sq. yds.	0.70	\$ 1,400.00
Drainage Excavation, Unclassified	40 cu. yds.	4.00	160.00
General Excavation, Unclassified	35,400 cu. yds.	1.00	35,400.00
8-inch Sewer Pipe	90 lin. ft.	1.50	135.00
Extra for Pipe Under Pavement	36 lin. ft.	4.00	144.00
6-inch Metal Drain Pipe	130 lin. ft.	1.50	195.00
Concrete Inlets	2 only	80.00	160.00
Salvaging Guard Rail	380 lin. ft.	1.00	380.00
Coarse Crushed Material in Base	880 cu. yds.	3.20	2,816.00
3/4" - 0 Material in Base	170 cu. yds.	3.20	544.00
Sprinkling	36 H-gals.	4.00	144.00
Class "B" Asphaltic Concrete	280 tons	8.10	2,268.00

\$ 43,746.00

Type Code 0010

Recovery (Sta. 390+50 to Sta. 400+00)

Clearing and Grubbing (35%)	All Required	\$	\$ 350.00
Drainage Excavation Unclassified	450 cu. yds.	3.00	1,350.00
General Excavation, Unclassified	2,400 cu. yds.	1.25	3,000.00

Short Overhaul	175,000 yds. sta.	\$ 0.02	\$ 3,500.00
Long Overhaul	900 C-y-sta.	0.45	405.00
18-inch Concrete Pipe	30 lin. ft.	4.50	135.00
24-inch Concrete Pipe	230 lin. ft.	6.00	1,380.00
30-inch Concrete Pipe	50 lin. ft.	7.50	375.00
36-inch Concrete Pipe	50 lin. ft.	10.00	500.00
8-inch Sewer Pipe	700 lin. ft.	2.00	1,400.00
10-inch Sewer Pipe	160 lin. ft.	2.25	360.00
12-inch Sewer Pipe	250 lin. ft.	2.50	625.00
Concrete Manholes	3 only	250.00	750.00
Special Concrete Catch Basins	8 only	95.00	760.00
Salvaging Guard Rail	500 lin. ft.	2.50	1,250.00
Coarse Crushed Material in Base	500 cu. yds.	3.25	1,625.00
3/4" - 0 Material in Base	170 cu. yds.	3.50	595.00
Sprinkling	30 H-gals.	3.00	90.00
			<u>\$ 18,450.00</u>
	Subtotal		\$719,990.50
	10% Engr. & Cont.		71,999.05
	Total		<u>\$791,989.55</u>

Length of Roadway 2.673 miles
Cost of Roadway Per Mile \$294,091.92

Type Code 6201
Roadway (Sta. 100+00 to Sta. 110+00)

Clearing and Grubbing (65%)	All Required	\$	\$ 650.00
Removal of Pavement	7,000 sq. yds.	0.75	5,250.00
Removal of Curbs	1,500 lin. ft.	0.75	1,125.00
Removal of Catch Basins	5 only	25.00	125.00
Removal of Miscellaneous Concrete and Masonry	90 cu. yds.	10.00	900.00
Drainage Excavation, Unclassified	1,250 cu. yds.	3.00	3,750.00
General Excavation, Unclassified	84,000 cu. yds.	1.25	105,000.00
Short Overhaul	84,300 yds. sta.	0.02	1,686.00
Long Overhaul	1,000 C-y-sta.	0.45	450.00
Finishing Roadbed and Slopes	All Required		1,500.00
12-inch Concrete Pipe	12 lin. ft.	2.50	30.00
18-inch Concrete Pipe	360 lin. ft.	4.50	1,620.00
36-inch Concrete Pipe	10 lin. ft.	10.00	100.00
6-inch Metal Drain Pipe	100 lin. ft.	2.00	200.00
8-inch Metal Drain Pipe	240 lin. ft.	2.50	600.00
6-inch Perforated Metal Drain Pipe	120 lin. ft.	2.25	270.00
8-inch Perforated Metal Drain Pipe	220 lin. ft.	2.50	550.00
Special Backfill in Drains	80 cu. yds.	6.00	480.00
8-inch Sewer Pipe	600 lin. ft.	2.00	1,200.00
10-inch Sewer Pipe	60 lin. ft.	2.25	135.00
12-inch Sewer Pipe	1,050 lin. ft.	2.50	2,625.00
15-inch Sewer Pipe	880 lin. ft.	3.25	2,860.00
18-inch Sewer Pipe	350 lin. ft.	3.75	1,312.50
Extra for Pipe Under Pavement	330 lin. ft.	3.00	990.00

Concrete Manholes	3 only	\$250.00	\$ 750.00
Special Concrete Catch Basins	20 only	95.00	1,900.00
Adjustment of Catch Basins	2 only	25.00	50.00
Concrete Curb	400 cu. yds.	45.00	18,000.00
Concrete in Islands	2 cu. yds.	55.00	110.00
Metal Guard Rail	3,800 lin. ft.	3.00	11,400.00
Metal Median Barrier	820 lin. ft.	4.50	3,690.00
Salvaging Guard Rail	400 lin. ft.	2.50	1,000.00
1 1/2-inch Electrical Conduit	900 lin. ft.	1.50	1,470.00
Coarse Crushed Material in Base	25,200 cu. yds.	3.25	81,900.00
3/4" - 0 Material in Base	3,930 cu. yds.	3.50	13,755.00
Sprinkling	1,070 H-gals.	3.00	3,210.00
Preparation of Base	All Required		600.00
3/4" - 0 Material in Binder Course	330 cu. yds.	4.50	1,485.00
BC-3 Asphalt	54 tons	48.00	2,592.00
Class "B" Asphaltic Concrete	8,000 tons	7.00	56,000.00
Asphaltic Concrete Traffic Markers	2,000 lin. ft.	1.00	2,000.00
Furnishing and Placing Aggregates	80 cu. yds.	4.25	340.00
120-150 Asphalt in Shoulder Oiling	6 tons	48.00	288.00
RS-1 Asphalt in Shoulder Oiling	3 tons	50.00	150.00
			<u>\$334,803.50</u>

Flagging (57% of Contractor's Costs)	All Required	6,000.00
Seeding and Mulching	All Required	1,200.00
Adjust Utilities	All Required	<u>500.00</u>
	Subtotal	\$342,503.00
	10% Engr. & Cont.	<u>34,250.30</u>
		\$376,753.30

Length of Roadway 0.341 mile
Cost of Roadway Per Mile \$1,104,848.38

Type Code X731
Pacific Highway Undercrossing (Sta. 110+33.13)

Structural Excavation	228 cu. yds.	\$ 8.00	\$ 1,824.00
Class "A" Concrete	515 cu. yds.	70.00	36,050.00
Metal Reinforcement	105,200 lbs.	0.125	13,150.00
Structural Steel	All Required		23,584.00
Metal Parapet Rail	524 lin. ft.	7.00	3,668.00
Concrete Slab Riprap	490 sq. yds.	11.00	<u>5,390.00</u>
			\$83,666.00

Type Code X721

Pacific Highway Ramp Underpassing (Sta. "A" 101+27.11)

Structural Excavation	600 cu. yds.	\$ 8.00	\$ 4,800.00
Furnish Steel Piling	680 cu. yds.	6.00	4,080.00
Drive Steel Piles	19 only	100.00	1,900.00
Class "A" Concrete	955 cu. yds.	70.00	66,850.00
Metal Reinforcement	268,000 lbs.	0.125	33,500.00
Metal Rail	383 lin. ft.	12.00	4,596.00
Concrete Slab Riprap	650 sq. yds.	11.00	7,150.00
			<u>\$122,876.00</u>
		Subtotal	\$206,542.00
		10% Engr. & Cont.	<u>20,654.20</u>
		Total	\$227,196.20

Length of Structures 0.031 miles

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 20,200.00	\$ 18,500.00	\$ 1,700.00
Roadway (Grading)	791,989.55	731,600.00	60,389.55
Roadway (Grade and Pave)	376,753.30	348,000.00	28,753.30
Structures	<u>227,196.20</u>	<u>209,800.00</u>	<u>17,396.20</u>
	\$1,416,139.05	\$1,307,900.00	\$108,239.05

SOUTHWEST 14TH AVENUE-WASHINGTON COUNTY LINE SECTION OF THEPORTLAND-SALEM EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modified project agreement.)

Salem, Oregon, Feb. 20, 1958

Type Code P.E.

Preliminary Engineering

All Required \$ 20,200.00

Type Code 0010Roadway (Sta. 255+00 to Sta. 267+70) (Sta. 268+85 to Sta. 342+00) (Sta. 344+60 to Sta. 390+50) (Contract No. 4928)

	All Required	\$	\$ 50,000.00
Clearing and Grubbing	8,500 cu. yds.	2.25	19,125.00
Drainage Excavation, Unclassified	180 cu. yds.	3.00	540.00
Structural Excavation, Unclassified	681,500 cu. yds.	0.31	211,265.00
General Excavation, Unclassified	2,670,000 yd. sta.	0.008	21,360.00
Short Overhaul	24,800 C-yd. sta.	0.50	12,400.00
Long Overhaul	All Required		5,500.00
Finishing Roadbed and Slopes	10,800 lin. ft.	0.15	1,620.00
Rounding Cutbanks	730 lin. ft.	2.00	1,460.00
12-inch Concrete Pipe	1,160 lin. ft.	3.25	3,770.00
18-inch Concrete Pipe	1,090 lin. ft.	5.00	5,450.00
24-inch Concrete Pipe	320 lin. ft.	6.25	2,000.00
30-inch Concrete Pipe	830 lin. ft.	8.00	6,640.00
36-inch Concrete Pipe	140 lin. ft.	12.50	1,750.00
48-inch Concrete Pipe	320 lin. ft.	20.00	6,400.00
54-inch Concrete Pipe, Extra Strength	80 lin. ft.	3.15	252.00
12-inch Corrugated Metal Pipe	150 lin. ft.	18.00	2,700.00
48-inch Corrugated Metal Pipe	4,500 lin. ft.	1.30	5,850.00
8-inch Sewer Pipe	1,600 lin. ft.	1.50	2,400.00
10-inch Sewer Pipe	4,600 lin. ft.	1.75	8,050.00
12-inch Sewer Pipe	3,500 lin. ft.	2.25	7,875.00
15-inch Sewer Pipe	3,300 lin. ft.	2.83	9,339.00
18-inch Sewer Pipe	1,400 lin. ft.	3.70	5,180.00
21-inch Sewer Pipe	30 lin. ft.	19.50	585.00
60-inch Sewer Pipe	140 lin. ft.	4.00	560.00
Extra for Pipe Under Pavement	1,800 lin. ft.	1.50	2,700.00
6-inch Perforated Metal Drain Pipe	800 lin. ft.	3.00	2,400.00
12-inch Perforated Metal Drain Pipe	160 lin. ft.	2.00	320.00
8-inch Metal Drain Pipe	830 lin. ft.	3.00	2,490.00
12-inch Metal Drain Pipe	50 lin. ft.	3.75	187.50
15-inch Metal Drain Pipe	260 lin. ft.	4.50	1,170.00
18-inch Metal Drain Pipe	400 cu. yds.	5.00	2,000.00
Special Backfill in Drains	10 only	75.00	750.00
Concrete Catch Basins	90 only	95.00	8,550.00
Special Concrete Catch Basins	20 only	65.00	1,300.00
Concrete Inlets	50 only	235.00	11,750.00
Concrete Manholes	2 only	220.00	440.00
Concrete Manholes Type "B" Modified	180 cu. yds.	43.50	7,830.00
Concrete Curbs	20 cu. yds.	40.00	800.00
Concrete in Islands	90 lin. ft.	1.60	144.00
1 1/2-inch Electrical Conduit	250 lin. ft.	1.90	475.00
1 1/2-inch Electrical Conduit	3,700 lin. ft.	2.80	10,360.00
Metal Guard Rail			

Class "A" Concrete	3 1/4 cu. yds.	\$65.00	\$ 2,210.00
Metal Reinforcement	3,000 lbs.	0.15	450.00
Coarse Crushed Material in Base	33,500 cu. yds.	3.10	103,850.00
3/4" - 0 Material in Base	3,900 cu. yds.	3.25	12,675.00
Sprinkling	1,400 M-gal.	2.00	2,800.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	320 cu. yds.	4.50	1,440.00
BC-3 Asphalt	50 tons	48.00	2,400.00
Class "B" Asphaltic Concrete	5,800 tons	6.70	38,860.00
RS-1 Asphalt in Tack Coat	8 tons	65.00	520.00
Furnishing and Placing Aggregates	660 cu. yds.	4.20	2,772.00
120-150 Asphalt in Oiling	50 tons	48.00	2,400.00
RS-1 Asphalt in Oiling	16 tons	55.00	880.00
			<u>\$617,994.50</u>
Adjust City of Portland Water System	All Required		38,000.00
Adjust City of Portland Sewer System	All Required		<u>1,800.00</u>
			<u>\$657,794.50</u>

Type Code 0010

Roadway (Sta. 3+2+00 to Sta. 3+4+60) (Contract No. 5020)

Removal of Pavement	2,000 sq. yds.	20.70	\$ 1,400.00
Drainage Excavation, Unclassified	40 cu. yds.	4.00	160.00
General Excavation, Unclassified	35,400 cu. yds.	1.00	35,400.00
8-inch Sewer Pipe	90 lin. ft.	1.50	135.00
Extra for Pipe Under Pavement	36 lin. ft.	4.00	144.00
6-inch Metal Drain Pipe	130 lin. ft.	1.50	195.00
Concrete Inlets	2 only	80.00	160.00
Salvaging Guard Rail	380 lin. ft.	1.00	380.00
Coarse Crushed Material in Base	880 cu. yds.	3.20	2,816.00
3/4" - 0 Material in Base	170 cu. yds.	3.20	544.00
Sprinkling	36 M-gal.	4.00	144.00
Class "B" Asphaltic Concrete	200 tons	8.10	<u>2,268.00</u>
			<u>\$ 43,746.00</u>

Type Code 0010

Roadway (Sta. 390+50 to Sta. 400+00)

Clearing and Grubbing (35%)	All Required	\$	\$ 350.00
Drainage Excavation, Unclassified	450 cu. yds.	3.00	1,350.00
General Excavation, Unclassified	2,400 cu. yds.	1.25	3,000.00
Short Overhaul	175,000 yd. sta.	0.02	3,500.00
Long Overhaul	900 C-yd. sta.	0.45	405.00
18-inch Concrete Pipe	30 lin. ft.	4.50	135.00
24-inch Concrete Pipe	230 lin. ft.	6.00	1,380.00
30-inch Concrete Pipe	50 lin. ft.	7.50	375.00
36-inch Concrete Pipe	50 lin. ft.	10.00	500.00
8-inch Sewer Pipe	700 lin. ft.	2.00	1,400.00
10-inch Sewer Pipe	160 lin. ft.	2.25	360.00
12-inch Sewer Pipe	250 lin. ft.	2.50	625.00
Concrete Manholes	3 only	250.00	750.00
Special Concrete Catch Basins	8 only	95.00	760.00
Salvaging Guard Rail	500 lin. ft.	2.50	1,250.00
Coarse Crushed Material in Base	500 cu. yds.	3.25	1,625.00
3/4" - 0 Material in Base	170 cu. yds.	3.50	595.00
Sprinkling	30 M-gal.	3.00	<u>90.00</u>
			<u>\$ 18,450.00</u>

Subtotal	\$719,990.50
10% Engr. & Cont.	<u>71,999.05</u>
Total	<u>\$791,989.55</u>

Length of Roadway - - - - - 2.693 Miles
 Cost of Roadway Per Mile - - - - - \$294,091.92

Type Code 6201
Roadway (Sta. 400+00 to Sta. 418+00)

Clearing and Grubbing (65%)	All Required	\$	\$ 650.00
Removal of Pavement	7,800 sq. yds.	0.75	5,850.00
Removal of Curbs	1,500 lin. ft.	0.75	1,125.00
Removal of Catch Basins	5 only	25.00	125.00
Removal of Miscellaneous Concrete and Masonry	90 cu. yds.	10.00	900.00
Drainage Excavation, Unclassified	1,250 cu. yds.	3.00	3,750.00
General Excavation, Unclassified	84,000 cu. yds.	1.25	105,000.00
Short Overhaul	84,300 yd. sta.	0.02	1,686.00
Long Overhaul	400 C-yd. sta.	0.45	180.00
Finishing Roadbed and Slopes	All Required		1,500.00
12-inch Concrete Pipe	42 lin. ft.	2.50	105.00
18-inch Concrete Pipe	360 lin. ft.	4.50	1,620.00
36-inch Concrete Pipe	40 lin. ft.	10.00	400.00
6-inch Metal Drain Pipe	100 lin. ft.	2.00	200.00
8-inch Metal Drain Pipe	240 lin. ft.	2.50	600.00
6-inch Perforated Metal Drain Pipe	120 lin. ft.	2.25	270.00
8-inch Perforated Metal Drain Pipe	220 lin. ft.	2.50	550.00
Special Backfill in Drains	80 cu. yds.	6.00	480.00
8-inch Sewer Pipe	600 lin. ft.	2.00	1,200.00
10-inch Sewer Pipe	60 lin. ft.	2.25	135.00
12-inch Sewer Pipe	1,050 lin. ft.	2.50	2,625.00
15-inch Sewer Pipe	880 lin. ft.	3.25	2,860.00
18-inch Sewer Pipe	350 lin. ft.	3.75	1,312.50
Extra for Pipe Under Pavement	330 lin. ft.	3.00	990.00
Concrete Manholes	3 only	250.00	750.00
Special Concrete Catch Basins	20 only	95.00	1,900.00
Adjustment of Catch Basins	2 only	25.00	50.00
Concrete Curbs	400 cu. yds.	45.00	18,000.00
Concrete in Islands	2 cu. yds.	55.00	110.00
Metal Guard Rail	3,800 lin. ft.	3.00	11,400.00
Metal Median Barrier	820 lin. ft.	4.50	3,690.00
Salvaging Guard Rail	1,300 lin. ft.	2.50	3,250.00
1 1/2-inch Electrical Conduit	980 lin. ft.	1.50	1,470.00
Coarse Crushed Material in Base	25,200 cu. yds.	3.25	81,900.00
3/4" - 0 Material in Base	3,930 cu. yds.	3.50	13,755.00
Sprinkling	1,070 M-gal.	3.00	3,210.00
Preparation of Base	All Required		600.00
3/4" - 0 Material in Binder Course	330 cu. yds.	4.50	1,485.00
HC-3 Asphalt	54 tons	48.00	2,592.00
Class "B" Asphaltic Concrete	8,000 tons	7.00	56,000.00
Asphaltic Concrete Traffic Markers	2,000 lin. ft.	1.00	2,000.00
Furnishing and Placing Aggregates	80 cu. yds.	4.25	340.00
120-150 Asphalt in Shoulder Oiling	6 tons	48.00	288.00
RS-1 Asphalt in Shoulder Oiling	3 tons	50.00	150.00
			<u>\$337,053.50</u>
Flagging (57 1/2% of Contractor's Costs)	All Required		6,000.00
Seeding and Mulching	All Required		1,200.00
Adjust Utilities	All Required		<u>500.00</u>
			<u>\$344,753.50</u>
	Subtotal		\$344,753.50
	10% Engr. & Cont.		<u>34,475.35</u>
	Total		<u>\$379,228.85</u>

Length of Roadway - - - - - 0.341 Mile
 Cost of Roadway per Mile- - - - - \$1,112,108.06

Type Code X731
Pacific Highway Undercrossing (Sta. 410+33.13)

Structural Excavation	228 cu. yds.	\$8.00	\$ 1,824.00
Class "A" Concrete	515 cu. yds.	70.00	36,050.00
Metal Reinforcement	108,300 lbs.	0.125	13,537.50
Structural Steel	All Required		23,584.00
Metal Parapet Rail	524 lin. ft.	7.00	3,668.00
Concrete Slab Riprap	490 sq. yds.	11.00	5,390.00
			<u>\$84,053.50</u>

Type Code X721
Pacific Highway Ramp Undercrossing (Sta. "A" 404+27.11)

Structural Excavation	600 cu. yds.	\$8.00	\$ 4,800.00
Furnish Steel Piling	680 cu. yds.	6.00	4,080.00
Drive Steel Piles	19 only	100.00	1,900.00
Class "A" Concrete	955 cu. yds.	70.00	66,850.00
Metal Reinforcement	268,000 lbs.	0.125	33,500.00
Metal Rail	383 lin. ft.	12.00	4,596.00
Concrete Slab Riprap	650 sq. yds.	11.00	7,150.00
			<u>\$122,876.00</u>

Subtotal	\$206,929.50
10% Engr. & Cont.	<u>20,692.95</u>
Total	<u>\$227,622.45</u>

Length of 6 Structures - - - - - 0.031 Mile

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 20,200.00	\$ 18,500.00	\$ 1,700.00
Roadway (Grading)	791,989.55	731,600.00	60,389.55
Roadway (Grade and Pave)	379,228.85	350,000.00	29,228.85
Structures	<u>227,622.45</u>	<u>210,200.00</u>	<u>17,422.45</u>
	<u>\$1,419,040.85</u>	<u>\$1,310,300.00</u>	<u>\$108,740.85</u>

Oregon State Highway Department

Federal Aid
Project No. I-303(17)

SOUTHWEST 14TH AVENUE-WASHINGTON COUNTY LINE

SECTION OF THE PORTLAND-SALEM EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 26, 1957

Type Code P.E.

All Required	Preliminary Engineering	\$	\$ 38,000.00
--------------	-------------------------	----	--------------

Type Code 0010

Roadway (Sta. 255+00 to 390+50)

All Required	Clearing and Grubbing	\$	\$ 50,000.00
8,500 cu. yds.	Drainage Excavation, Unclassified	3.00	25,500.00
180 cu. yds.	Structural Excavation, Unclassified	5.00	900.00
681,500 cu. yds.	General Excavation, Unclassified	.55	374,825.00
2,670,000 yd. sta.	Short Overhaul	.02	53,400.00
24,800 C-yd. sta.	Long Overhaul	.40	9,920.00
All Required	Finishing Roadbed and Slopes		4,000.00
10,800 lin. ft.	Rounding Cutbanks	.20	2,160.00
730 lin. ft.	12-inch Concrete Pipe	2.00	1,460.00
1,160 lin. ft.	18-inch Concrete Pipe	3.50	4,060.00
1,090 lin. ft.	24-inch Concrete Pipe	5.00	5,450.00
320 lin. ft.	30-inch Concrete Pipe	8.50	2,720.00
830 lin. ft.	36-inch Concrete Pipe	10.00	8,300.00
140 lin. ft.	48-inch Concrete Pipe	15.00	2,100.00
320 lin. ft.	54-inch Concrete Pipe, Extra Strength	20.00	6,400.00
80 lin. ft.	12-inch Corrugated Metal Pipe	3.50	280.00
150 lin. ft.	48-inch Corrugated Metal Pipe	20.00	3,000.00
4,500 lin. ft.	8-inch Sewer Pipe	1.50	6,750.00
1,600 lin. ft.	10-inch Sewer Pipe	1.75	2,800.00
4,600 lin. ft.	12-inch Sewer Pipe	2.00	9,200.00
3,500 lin. ft.	15-inch Sewer Pipe	2.50	8,750.00
3,300 lin. ft.	18-inch Sewer Pipe	3.25	10,725.00
1,400 lin. ft.	21-inch Sewer Pipe	4.00	5,600.00
30 lin. ft.	60-inch Sewer Pipe	22.00	660.00
140 lin. ft.	Extra for Pipe Under Pavement	4.00	560.00
1,800 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	3,600.00
800 lin. ft.	12-inch Perforated Metal Drain Pipe	3.75	3,000.00
160 lin. ft.	8-inch Metal Drain Pipe	1.75	280.00
830 lin. ft.	12-inch Metal Drain Pipe	3.25	2,697.50
50 lin. ft.	15-inch Metal Drain Pipe	4.00	200.00
260 lin. ft.	18-inch Metal Drain Pipe	4.50	1,170.00
400 cu. yds.	Special Backfill in Drains	6.00	2,400.00
10 only	Concrete Catch Basins	75.00	750.00
90 only	Special Concrete Catch Basins	85.00	7,650.00
20 only	Concrete Inlets	65.00	1,300.00
50 only	Concrete Manholes	350.00	17,500.00
2 only	Concrete Manholes Type "B" Modified	300.00	600.00
180 cu. yds.	Concrete Curbs	45.00	8,100.00

20 cu. yds.	Concrete in Islands	\$45.00	\$ 900.00
90 lin. ft.	1 1/2-inch Electrical Conduit	1.75	157.50
250 lin. ft.	1 1/2-inch Electrical Conduit	2.00	500.00
3,700 lin. ft.	Metal Guard Rail	2.75	10,175.00
34 cu. yds.	Class "A" Concrete	55.00	1,870.00
3,000 lbs.	Metal Reinforcement	0.14	420.00
33,500 cu. yds.	Coarse Crushed Material in Base	2.75	92,125.00
3,900 cu. yds.	3/4" - 0 Material in Base	3.00	11,700.00
1,400 H-gals.	Sprinkling	2.50	3,500.00
All Required	Preparation of Base		1,000.00
320 cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,280.00
50 tons	EC-3 Asphalt	42.00	2,100.00
5,800 tons	Class "B" Asphaltic Concrete	6.50	37,700.00
8 tons	RS-1 Asphalt in Tack Coat	50.00	400.00
660 cu. yds.	Furnishing and Placing Aggregates	4.50	2,970.00
50 tons	120-150 Asphalt in Oiling	42.00	2,100.00
16 tons	RS-1 Asphalt in Oiling	50.00	800.00
			<u>\$818,465.00</u>
All Required	Adjust City of Portland Water System		38,000.00
All Required	Adjust City of Portland Sewer System		<u>1,800.00</u>
	Subtotal		\$858,265.00
	10% Engr. & Cont.		85,826.50
	Total		<u>\$944,091.50</u>

Length of Roadway	2.535 Miles
Length of Structures (4)	0.031 Mile (Exception)
Total Length	2.566 Miles
Cost of Roadway per mile	\$372,422.68

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engr.	\$ 38,000.00	\$ 35,000.00	\$ 3,000.00
Roadway	<u>944,091.50</u>	<u>870,000.00</u>	<u>74,091.50</u>
	\$984,091.50	\$905,000.00	\$ 77,091.50

Oregon State Highway Department

Federal Aid
Project No. I-303(17)

SOUTHWEST 14TH AVENUE-WASHINGTON COUNTY LINE SECTION
OF THE PORTLAND-SALIM EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 18, 1957

Type Code P. E.

All Required Preliminary Engineering \$ \$ 38,000.00

Type Code 0010Roadway (Sta. 255+00 to Sta. 267+70) (Sta. 268+85 to Sta. 342+00) (Sta. 344+60 to Sta. 390+50) (Contract No. 4998)

All Required	Clearing and Grubbing	\$	\$ 50,000.00
8,500 cu. yds.	Drainage Excavation, Unclassified	2.25	19,125.00
180 cu. yds.	Structural Excavation, Unclassified	3.00	540.00
681,500 cu. yds.	General Excavation, Unclassified	0.31	211,265.00
2,670,000 yd. sta.	Short Overhaul	0.008	21,360.00
24,800 C-yd. sta.	Long Overhaul	0.50	12,400.00
All Required	Finishing Roadbed and Slopes		5,500.00
10,800 lin. ft.	Rounding Cuthanks	0.15	1,620.00
730 lin. ft.	12-inch Concrete Pipe	2.00	1,460.00
1,160 lin. ft.	18-inch Concrete Pipe	3.25	3,770.00
1,090 lin. ft.	24-inch Concrete Pipe	5.00	5,450.00
320 lin. ft.	30-inch Concrete Pipe	6.25	2,000.00
830 lin. ft.	36-inch Concrete Pipe	8.00	6,640.00
140 lin. ft.	48-inch Concrete Pipe	12.50	1,750.00
320 lin. ft.	54-inch Concrete Pipe, Extra Strength	20.00	6,400.00
80 lin. ft.	12-inch Corrugated Metal Pipe	3.15	252.00
150 lin. ft.	48-inch Corrugated Metal Pipe	18.00	2,700.00
4,500 lin. ft.	8-inch Sewer Pipe	1.30	5,850.00
1,600 lin. ft.	10-inch Sewer Pipe	1.50	2,400.00
4,600 lin. ft.	12-inch Sewer Pipe	1.75	8,050.00
3,500 lin. ft.	15-inch Sewer Pipe	2.25	7,875.00
3,300 lin. ft.	18-inch Sewer Pipe	2.83	9,339.00
1,400 lin. ft.	21-inch Sewer Pipe	3.70	5,180.00
30 lin. ft.	60-inch Sewer Pipe	19.50	585.00
140 lin. ft.	Extra for Pipe Under Pavement	4.00	560.00
1,800 lin. ft.	6-inch Perforated Metal Drain Pipe	1.50	2,700.00
800 lin. ft.	12-inch Perforated Metal Drain Pipe	3.00	2,400.00
160 lin. ft.	8-inch Metal Drain Pipe	2.00	320.00
830 lin. ft.	12-inch Metal Drain Pipe	3.00	2,490.00
50 lin. ft.	15-inch Metal Drain Pipe	3.75	187.50
260 lin. ft.	18-inch Metal Drain Pipe	4.50	1,170.00
400 cu. yds.	Special Backfill in Drains	5.00	2,000.00
10 only	Concrete Catch Basins	75.00	750.00
90 only	Special Concrete Catch Basins	95.00	8,550.00
20 only	Concrete Inlets	65.00	1,300.00
50 only	Concrete Manholes	235.00	11,750.00
2 only	Concrete Manholes Type "B" Modified	220.00	440.00
180 cu. yds.	Concrete Curbs	43.50	7,830.00
20 cu. yds.	Concrete in Islands	40.00	800.00
90 lin. ft.	1 1/2-inch Electrical Conduit	1.60	144.00
250 lin. ft.	1 1/2-inch Electrical Conduit	1.90	475.00
3,700 lin. ft.	Metal Guard Rail	2.80	10,360.00
34 cu. yds.	Class "A" Concrete	65.00	2,210.00

3,000 lbs.	Metal Reinforcement	\$ 0.15	\$ 450.00
33,500 cu. yds.	Coarse Crushed Material in Base	3.10	103,850.00
3,900 cu. yds.	3/4" - 0 Material in Base	3.25	12,675.00
1,400 M-gal.	Sprinkling	2.00	2,800.00
All Required	Preparation of Base		1,000.00
320 cu. yds.	3/4" - 0 Material in Binder Course	4.50	1,440.00
50 tons	RC-3 Asphalt	48.00	2,400.00
5,800 tons	Class "B" Asphaltic Concrete	6.70	38,860.00
8 tons	RS-1 Asphalt in Tack Coat	65.00	520.00
660 cu. yds.	Furnishing and Placing Aggregates	4.20	2,772.00
50 tons	120-150 Asphalt in Oiling	48.00	2,400.00
16 tons	RS-1 Asphalt in Oiling	55.00	880.00
			<u>\$617,994.50</u>
All Required	Adjust City of Portland Water System		38,000.00
All Required	Adjust City of Portland Sewer System		1,800.00
			<u>\$657,794.50</u>

Type Code 0010

Roadway (Sta. 342+00 to Sta. 344+60)

2,000 sq. yds.	Removal of Pavement	\$ 0.90	\$ 1,800.00
40 cu. yds.	Drainage Excavation, Unclassified	3.50	140.00
35,400 cu. yds.	General Excavation, Unclassified	0.65	23,010.00
90 lin. ft.	8-inch Sewer Pipe	2.00	180.00
36 lin. ft.	Extra for Pipe Under Pavement	4.00	144.00
130 lin. ft.	6-inch Metal Drain Pipe	2.00	260.00
2 only	Concrete Inlets	100.00	200.00
380 lin. ft.	Salvaging Guard Rail	2.50	950.00
880 cu. yds.	Coarse Crushed Material in Base	3.00	2,640.00
170 cu. yds.	3/4" - 0 Material in Base	3.50	595.00
36 M-gals.	Sprinkling	3.00	108.00
280 tons	Class "B" Asphaltic Concrete	10.00	2,800.00
			<u>\$ 32,827.00</u>

Subtotal	\$690,621.50
10% Engr. & Cont.	69,062.15
Total	<u>\$759,683.65</u>

Length of Roadway 2.513 Miles
Length of 4 Structures 0.031 Mile
Total Length 2.544 Miles
Cost of Roadway Per Mile \$298,617.78

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 38,000.00	\$ 35,000.00	\$ 3,000.00
Roadway	<u>759,683.65</u>	<u>701,850.00</u>	<u>57,833.65</u>
	\$797,683.65	\$736,850.00	\$60,833.65

M. KENNETH ANDERSON
CHIEF ENGINEER
209 CITY HALL



GEORGE A. MARSHALL
SUPERINTENDENT
1200 N. H.

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES

Mr. Curtiss Baker
Construction Division
Oregon State Highway Department
Salem, Oregon

Re: Estimate of Water Meters to be installed on
10th Avenue to City limits section of
R. V. Lock Freeway.

Dear Sir:

In answer to your request for a breakdown of the estimate
on the work to be done by the Portland Water Bureau on the
10th Avenue to City limits section of the R. V. Lock Freeway,
we submit the following:

Material.....
Labor.....
Tools & Equipment.....
Miscellaneous.....

1st overhead.....

TOTAL.....

CONSTRUCTION DIVISION
RECEIVED

M. KENNETH ANDERSON
CHIEF ENGINEER

V. S. Marshall, Sr. Hydraulic
Engineer

HKA:RSM:gr

Contract No. 4998

Monthly Transaction No.	Form B-2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
RECEIVED Project Report No. 1957 FOR FILING	FEDERAL-AID PROJECT AGREEMENT		County Multnomah
			Project No. I-303(17)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Approximately S.W. 14th Ave. in Portland to Washington County Line (U.S. 99).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	4/29/57	(2.5)
Rights-of-Way		
Construction	5/1/57	2.5
Other (Specify)		

FUNDS

Estimated total cost of project
\$ 791,894.55

Federal funds
\$ 731,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By Charles H. Rymer
Chairman, State Highway Commission
(title)

By C. J. Folk
Division Engineer

By Member, State Highway Commission
(title)
By Member, State Highway Commission
(title)

Date executed by
Division Engineer **November 13, 1957**

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Southwest 14th Avenue - Washington County Line Section
Indian Creek Highway
Multnomah County*

NATURE OF WORK:

Grading

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

<i>4798</i>	4998	G.D. Dennis & Sons	7-3-57
<i>5020</i>	5020	Gibbons & Reed Co.	8-8-57

DATE OF COMPLETION:

4998 - 170 Workdays from 7-13-57
5020 - 325 Workdays from 8-22-57

REMARKS:

RECEIVED

FOR FILING
I-303(17)

When replying, refer to:
08-35.4

408 State Highway Bldg.
Salem, Oregon

July 21, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(4)295.
S.W. 14th Ave.-Washington Co. Line
State Force Work - Seeding and
Mulching

Dear Sir:

In approving the Order submitted with your letter dated July 16, 1958 we noted that no estimate contains an item covering similar work between Stations 255+00 and 390+50. Seeding and mulching on that section were approved by our letter dated October 23, 1957 but unless a revised estimate, covering the work approved on October 23 is received before completion of the project, Federal participation in the cost thereof must be withheld.

Very truly yours,

C. G. Polk
Division Engineer

Copy to Project

NOTED
FORREST COOPER

RECEIVED
JUL 21 1958

FOR FILING

I-303(17)

When replying, refer to:
08-35.4

4198

408 State Highway Bldg.
Salem, Oregon

July 21, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(4)295
S.W. 14th Ave.-Washington Co. Line
Order for State Force Work,
Seeding and Mulching
Estimated Total Cost - \$1,200
Federal Funds - \$1,100

Dear Sir:

We are approving the use of State Force, as requested in your letter dated July 16, 1958, for the following reasons:

- (1) The contractor is neither properly equipped nor staffed to perform the work contemplated under the Order.
- (2) The State has trained men and specialized equipment to perform the work most economically.
- (3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Folk
Division Engineer

Orig to SNP

RECEIVED
FORM E-30 20M, 4-51-53

FOR FILING

JUL 11 1958

4998

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 11th, 1958

SUBJECT: Pasadena Drive

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L

Mr. Barbee has talked to Mr. Northrup, and Mr. Northrup has agreed to go along with us on the present design.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

601
Sweeney

NOTED
FORREST COOPER

RECEIVED
JUL 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 25, 1958

PLEASE RETURN TO
FORREST COOPERTo: Mr. G. S. Paxson
OFFICESUBJECT: Construction of County Roads
and Dedicated Streets,
Multnomah County

Mr. Northrop, Multnomah County Engineer, in a telephone call this date registered a complaint about our construction of a connection between S. W. Pasadena Drive and S. W. 55th Avenue to a 20' oiled or paved width. He stated that Multnomah County has a standard of 32' paved width for roads or streets of this nature and feels that we should comply with it.

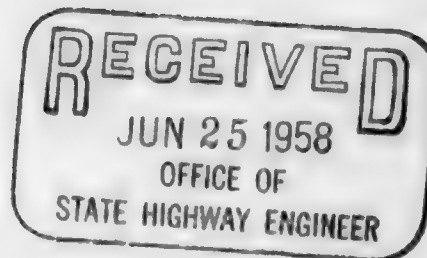
The connection referred to above is being constructed as a part of the S. W. 14th Avenue-Washington County Line Unit of the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway. It is covered by an agreement dated May 17, 1957, which specifies a 20' oil mat with 4' shoulders for the connection referred to above.

Mr. Northrop acknowledges the existence of this agreement but stated he was not aware of the detail for this connection until it was called to his attention by the actual construction.

He has asked that we widen this particular connection to 32' of pavement if at all possible and stated the county would sign no more agreements which provided for less than the county standard of 32' width of pavement on sections of county road or dedicated streets.

John F. Hagemann
John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

ROUTED
FORREST COOPER

RECEIVED

FOR FILING

1-303(17)

08-35.4

4998

June 13, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(4)295
Old I-303(17)
14th Ave.-Washington County
Line Unit

Dear Sir:

Reference is made to your letter dated June 10, 1958 concerning State Force Work Order dated August 29, 1957 in the amount of \$8,523.03 originally approved under the provisions of GAM 300.

As requested, you may now consider it approved under the provisions of PFN 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Orig to SHP

RECEIVED
JUN 11 1958

FOR FILING

J 30307

4111

June 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering slide removal and repair damage on the S. W. 14th Avenue-Washington County Line Unit, Harbor Drive-Washington County Line Section of the Portland-Salem Expressway in Multnomah County, Contract No. 4998, in connection with Federal Aid Project No. I-5-6(4)295 Old I-303(17).

Two slides have occurred which must be removed and the necessary culvert extension or replacement and other drainage repair done.

One slide is in the vicinity of Station 346 on the "B" line. This blocked the 30" pipe under S. W. Taylors Ferry Road making an extension necessary. The 18" pipe at Station 346+25 was damaged. Installation of an 18" was made at approximate Station 345+75 to take care of the drainage and the damaged pipe abandoned.

The other slide occurred on the detour road opposite to E Station 347 blocking the drainage from the manhole and creating a pond as shown on the accompanying sketch. To repair this condition it is necessary to raise the manhole and fill the area.

Part of the work has been done as emergency measures. The necessary pipe installation will be done at contract prices.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SEP:mfh
Encl.

RECEIVED
JUN 11 1958

FOR FILING

1-5-6(4)295

4998

June 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Attention: Mr. E. H. Cowan

Dear Sir:

We are enclosing herewith one copy of the Agreement between the State and City of Portland with dates and signatures and three copies of the City's estimate for cost of water line changes on Project I-5-6(4)295, S. W. 14th Avenue-Washington County Line Unit in Multnomah County, Contract No. 4998, as requested in your letter of June 6, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh
Encl.

RECEIVED
FOR FILING

When replying,
refer to 08-35.4-0

June 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon I-5-6(4)295, Old I-303(17).
8. W. 14th Ave. - Washington County
Line Sec., Portland - Salem Expressway

Dear Sir:

We have unconformed copies of an agreement between the State and the city of Portland covering construction of the above project. To complete the agreement we should have the date of execution and names of signers as well as an estimate of total cost, broken down to show separate amounts for labor, materials, equipment rentals, etc.

You are authorized to proceed with the utility work as of July 3, 1957, the date of award of the main grading contract. Reimbursement can be claimed for work performed subsequent to the authorization date.

Projects involving utility work and which are awarded after May 20, 1958, will be handled in accordance with our letter of that date.

Yours very truly,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Orig to SHP

RECEIVED
JUN 11 1958

FOR FILING

I-303(17)

4998

June 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

It is requested that Order for State Force Work No. 285 in the amount of \$8,523.03, dated August 29, 1957, covering relocation of P. G. E. power poles on the S. W. 14th Avenue-Washington County Line Unit, Harbor Drive-Washington County Line Section, Contract No. 4998, Project I-5-6(4)295 old I-303(17) be approved under the provisions of PPM 30-4.

This order was originally approved under the provisions of GAM 300 October 31, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
JUN 11 1958

FOR FILING

I-303(17)

When replying,

refer to 08-35.54988

June 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We are holding, without action, your requests for project agreement and modification of project agreement on the following projects pending submission of executed Railroad and Utility agreements:

4499 I-303(17) S.W. 14th Avenue - Washington County line; City of Portland Water and Sewer System adjustment.

5050 F-300(13) Valley Junction - Wallace Bridge Unit; Longview, Portland and Northern R.R. Co. work.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

RECEIVED
JUN 11 1958

Orig. to SAP

RECEIVED
JUN 4 1958

FOR FILING

J-303(17)

4998

June 4, 1958

Mr. C. C. Volk
Division Engineer
Bureau of Public Works
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 235 covering adjusting City of Portland water mains and facilities on the S. W. 14th Avenue-Washington County Line Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 4921, in connection with Federal Aid Project No. 1-5-614295 [J-303(17)].

This work is necessary to clear for construction. Copies of the agreement between the State and City, the City's estimate of the cost of the work and statement of the revisions are attached hereto. Copies of a supplemental agreement with the City regarding additional materials have been submitted previously in connection with work on the Lowell Street-22nd Avenue Section. The supplemental agreements cover the Harbor Drive-14th Avenue and 14th Avenue-Washington County Line Units.

Your approval of this order under the provisions of HB 30-6 is requested.

It is also requested that authority to proceed with this work be given.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Larson
Asst. State Highway Engineer

WCV:am
Encl.

RECEIVED
MAY 21 1958

FOR FILING

I-303 (17)
4111

MISC. CONTRACTS and
AGREEMENTS No. 1875

Salem, Oregon
May 14, 1958

Supplemental Agreement
SW 14th Avenue-Washington Co. Line
Pacific Highway
City of Portland

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a supplemental agreement with the City of Portland covering the SW 14th Avenue-Washington County Line Section of the Pacific Highway in the City of Portland.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
MAR 17 1958

FOR FILING

I 303 (17)
4995

Cross Referenced To:

Adm - - -
Petitions
Mult. Co.

March 14, 1958

Mrs. C. Hugh McClellan
10915 S. W. 57th Avenue
Portland 19, Oregon

Dear Mrs. McClellan:

This will acknowledge your petition dated February 28 in which you request that a pedestrian underpass be constructed under the Baldock Freeway near 55th Avenue.

This matter has been studied for the past several months, and we have had quite a bit of correspondence with people in the Del Ray Park area, principally J. A. Walter and L. E. Latourette. As we have told Mr. Walter and Mr. Latourette, I do not believe the construction of an underpass is a feasible or proper thing to do, as past experience has proven that this type of an installation has proved unsatisfactory.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:me fn

W.C. Williams, State Highway Eng.,
State Highway Dept.,
Salem, Oregon.

Feb. 28, 1958

Dear Sir:-

The undersigned reside in the Del Ray park area and they are very much interested in getting a footway under the expressway in the vicinity of S W 55th Ave.

This communication is to most emphatically ~~te~~ express our interest in obtaining the footway. It is most seriously needed.

ADDRESS	NAME	No. in family
10851 S.W. 25 th ave	J. A. Walter	2
~~Mrs. Lucille Hall~~	~~Lucille Hall~~	~~2~~
10908 SW 5 th 6 th		
5 th 4 th Comm	Willa Sundquist	2
10824 SW 57 th	Lillian R. Dook	4
10915 SW 57 th	Elizabeth O. McClellan	5
10906 S.W. 57 th	Virginia L. Glynn	3
5715 SW Pasadena Dr	Al P. Rueff	6
10930 S.W. 57 th	V. A. Thompson	3
5741 S.W. Pasadena Dr.	T. E. Berggren	3
5755 ~~SW Pasadena Dr~~	~~Myron Berggren~~ Myron Berggren	1



RECEIVED
MAR 11 1958

FOR FILING

I-303 (17)
4498

Cross Referenced To:

Wait
Trappin
Red. Page

March 11, 1958

Mr. L. R. Latourette
5 S. W. Custer Street
Portland 1, Oregon

Mr. John A. Walter
10851 S. W. 55th Avenue
Portland, Oregon

Gentlemen:

We have again reviewed the matter of constructing a pedestrian undercrossing of the Baldock Freeway at S. W. 55th Avenue, as requested in your letter of February 26.

I find nothing to change our thinking as expressed to you in my letter of February 20; therefore, I cannot recommend that the structure be built.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:me fn

REFERRED TO
Cooper
By State Highway Engineer

10851 S.W. 25th Ave.
28 S.W. Cutter St., Portland, Feb. 26, 1956

W. R. Williams, State Highway Eng.,
State Highway Dep't.
Salem, Oregon.

Dear Sir:-

Answering your letter of the 20th, the people in the Del Rey Park community are happy to think that in the near future they will be able to drive along Pasadena Drive to S.W. 61st and from there to 63rd from which they will be able to go north, south, east or west, - a wonderful betterment for the present and for years to come.

Your disapproval of the requested footway under the expressway is very disappointing. It is the only way that men, women and children will ever be able, by foot, to reach Barber B'vd. At present there are 15 or more homes where people will want use of the requested footway to the Boulevard. There will be many more as the years pass. A second look by your engineers is very earnestly requested.

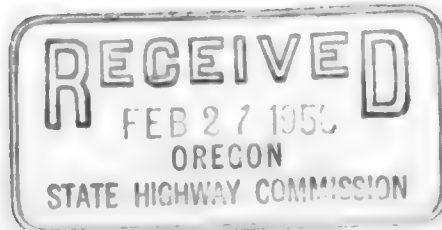
To us it seems reasonable, safe, and not very expensive. Our idea is that the footway would be built by using concrete poured from a truck to forms similar to those for house basements, but here the base would be only 5 to 6 feet wide (inside measure), and 5 to 8 feet high; a good light for the center so adjusted that it would shine when wanted; a doorway at each end opening inwardly like a house door; keys provided for opening on the outside; automatically turning the light on when the door is opened, and turning it off at the other end when that door is closed. Provide a key for each of 15 houses in the community if the occupants earnestly wish it and promise to give it good care; add a key for residents of each new house as built and occupied; tightly post on the outside of each door rules, regulations and penalties; let a regular inspector look at the doors as often as needed and enforce rules and regulations; no vagrant, or boy allowed to have or use a key unless he is well known for fairness and co-operation; let all know the importance of the footway and necessity of keeping it in order, and the responsibility of the State Highway Department (See Oregon Constitution, Article 18). The people living in the community should be fully warned of their responsibility and that of others.

It is our earnest request and that of many others that you take another look at the problem, and furnish a footway that will be useful.

Very truly yours,

John A. Walter
John Walter

L. E. Latourette
L. E. Latourette.



RECEIVED
FEB 21 1958

FOR FILING

1-3-3(1)
4718

February 20, 1958

6720
Mr. L. E. Latourette
5 S. W. Custer Street
Portland 1, Oregon

Mr. John A. Walter
10851 S. W. 55th Avenue
Portland, Oregon

Gentlemen:

In reply to your letter of February 3 and previous letters re your request for improvement of Pasadena Drive, I wish to advise that we have secured the approval of the Bureau of Public Roads for constructing an outlet for this unimproved street southerly to 60th Avenue.

We have given further study to the matter of constructing a pedestrian undercrossing near 55th Street and do not believe that this is a feasible thing to do. Our experience with pedestrian undercrossings has not been good. They are difficult to police and keep in a sanitary condition and frequently end up with little or no use.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

PC:me fn

L. J. Latourette, 05 S.W. Chester St., Portland 1. Or.

10851 S.W. 55th Ave.,

Portland 1, February 3, 1958.

H. B. Glaisyer, Secretary,
State Highway Commission,
State Highway Department,
Salem, Oregon.

Dear Sir:-

This is for reply to your letter of Jan. 3, 1958. The first point of importance is the matter of an underpass so that elderly women, small children, and others, may reach Barbur Blvd from Pasadena Drive. This is extremely important to people in the community. The suggestion that they may go via 55th Ave. to Taylor's Ferry road is very unreasonable for the distance is 2600 feet and more, the going is along 55th Ave. where it is very steep for about half of the distance, no opportunity to get out of the roadway, and then wait for a bus at Taylor's Ferry Road. All must agree that this is too much for women, children or even men going by foot. We have another point about the footway to Barbur Blvd., and that is that much dirt would be dug from under the Expressway and be useful for filling along Pasadena Drive just below. We think boys would not foul the footway.

Now as to Pasadena Drive and a possible outlook at S.W. 61st Ave:- Our map is marked "Counter File Assessors Office Jan. 1, 1952". It is also marked in large figures "4125". The map that you refer to is apparently much older. However the map that we have was in effect a long time before Baldock Expressway came to the area. The changes that then happened to Pasadena Drive from about 55th to 60th Ave are remarkable. Previously a title was obtained to cover the upper end of lots 20 and 21, Del Rey Park, and I have been informed that a similar title was obtained at lot 21. The first deed is important here because it induced belief in the community that this part of former Pasadena Drive would be moved over and avoid the rock and earth that would be moved for the Expressway and cover the former location of Pasadena Drive. Many people are still in the community that remember it and what happened next. This is it:- The rock and earth for the Expressway covered practically all, or more than half of former Pasadena Drive at this location. Much water from culverts under and through the fill spread out on the lower area without restriction. Much rock and earth came down upon brush and trees at the location covered by the deed. For a time no one could pass by foot or car. Traffic over the proposed new Pasadena Drive at this location was entirely stopped. At length the adjoining owner ditched the water and directed it to another course, removed the brush and trees so that boys could carry newspapers along this part of "new Pasadena Drive" as well as to other parts, and on to 61st Ave and Pomona Street.

To us it seems that an existing section of Pasadena Drive has been converted into a throughway, by reason whereof properties then occupied and used are affected, and such abutting real properties are dependent upon the existing highway or section of highway for ingress or egress; the State Highway Commission shall provide a utility or service road to serve the properties. This statute further provides that "This utility or service road shall be constructed and maintained by the State at State expense - - -". (ORS 374 - 095). Please advise if an outlet by 61st Ave will be provided, and an underpass.

Very truly yours,

John A. Walter

L. J. Latourette

NOTED
FORNEY 60968

ACKNOWLEDGED

H. B. GLAISYER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1958

SUBJECT:

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

I am attaching your assignment number 6750 relative to a pedestrian underpass under the Baldock Freeway at S. W. 55th. Avenue. Also attached is a report from Mr. Shaw relative to a meeting in his office with a delegation on this subject, and also a letter by Mr. Walter, January 29, 1958, relative to a crossing by signals of Pacific Highway West.

I might add also, that Mr. Walter was in my office yesterday regarding this matter. I informed him at that time that I was sure there would be a great deal of opposition to installing lights for a pedestrian crossing across Pacific Highway West and the traffic on that highway would be considerably lighter as soon as the Baldock Freeway was open. I also told him that you were very reluctant to the construction of a pedestrian underpass due to our experience with those previously constructed, but informed him that he would be hearing from you officially in the near future.

While the attached rough draft to Mr. Walter turning down the construction of a pedestrian underpass is, I am sure, in line with the present thinking here, I do not believe that that will end it as far as these people are concerned.

Tom Edwards
Construction Engineer

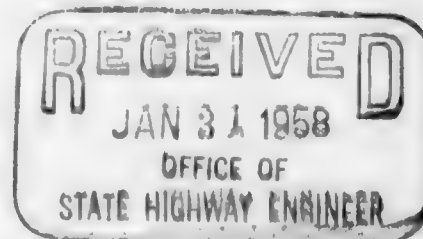
By *D. J. Barbee*

D. J. Barbee
Assistant Construction Engineer

Cost: \$40,000

DJB:fp

Attachments.



REFERRED TO
Edwards
By State Highway Engineer

10851 S.W. 55th Ave.
Portland, Oregon. Jan. 8, 1958.

W.C. Williams, State Highway Eng.,
and Helpers Shaw and Barbee,
State Highway Department,
Salem, Oregon.

Gentlemen:-

The problem of an underpass by foot for the residents in the Del Rey Park district at Pasadena Drive near S.W. 55th Ave. seemed difficult when discussing it with Mr. L.F. Shaw, and a few weeks ago when discussing it with Mr. Barbee. Upon giving the matter more study on this date it seemed less difficult. As a result we have prepared a sketch which we will explain. It shows the line of a foot-way, perhaps six feet wide, from Pasadena Drive to the upper side of Barbur Blvd (S.W. Pacific Highway). Beginning at Pasadena Drive about 150 feet west of 55th Ave., passing under the water main and under Baldaack Highway to its upper side (a distance of about 175 feet); then continue on the surface about 225 feet to the lower side of Barbur Blvd; then under and across the Boulevard to its upper side where an outlook would be available, and space provided for bus lines to stop on the way to Portland and take on passengers. A returning bus would stop at the lower side of the Blvd and let passengers off.

Many children going to school, workers going to town, and especially elderly women would be greatly served. Now their means of going and coming is intolerable. Going by taxi is expensive and uncertain, yet it has been done in a few cases.

Some of the near residents have added their names hereto. All most urgently hope and pray that you will give aid.

The sketch here referred to is only our suggestion. You will, of course, apply your better judgment.

Very cordially yours,

J.E. Latourrette

John A. Walter

Resident owners

Address

John A. Walter

10851 S.W. 55th Ave

Willa Sundquist

5424 S.W. Cornus St

Elizabeth A. McChallen

10915 S.W. 57th Ave.

Lillian B. Torok

10824 S.W. 57th Ave

Marcella J. Lobo

5733 S.W. Dickinson St.

Clarence Rambo

5715 S.W. Dickerson

Herbert & Francis Ruthford

5755 S.W. Pasadena Dr.

J. Myron Berggren

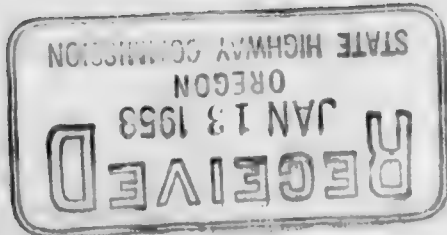
5755 S.W. Pasadena Dr.

5741 S.W. Pasadena Dr.

NOTED
JAN 10 1958
CITY ENGINEER

over

Mr. V. A. Thompson 10930 SW 5th
Mr. V. A. Thompson 10906 SW 57th
Mrs. Lucille Hall 10908 SW 55th
Mr. R. R. Linford Jr. 10710 SW 55th
Mrs. R. R. Linford Jr. 10710 SW 55th





Pacific Highway
~~Coastal Road~~

Open road

... and
... by

Josidena Dr.

Day

Below

25 Ave

comm

57 Ave

John Miller

Touch

...
...
...

10851 S.W. 55th Ave.,
Portland, Oregon, Jan. 29, 1958.

W.C. Williams, State Highway Eng.,
and helpers Shaw and Barbee,
State Highway Department.,
Salem, Oregon.

Gentlemen:-

Since writing to you Jan. 8, 1958, about an under-pass by foot from Pasadena Drive to the upper side of Barbur Boulevard at 55th Ave., the thought occurs that a safe and much less expensive method for getting people across the Boulevard would be by a signal at the near side so that any one wanting to cross to the far side would push a button and very soon go. ~~Something~~ of this kind would be needed. Any one there would be wanting to take a bus headed toward town. At night, however, a person there would need a flashlight, or other hand light to signal the bus. The button pushing on the near side should be supplemented by a light so adjusted as to go long enough for walking across the Boulevard and then automatically shut out.

The stoppoing place for a bus going toward town somewhat above the restaurant that is located a little below the upper end pf 55th Ave., and the roadway at the stopping place should be widened enough to allow easy stepping to the bus.

This system does not seem atall suitable for crossing the Expressway. The method previously mentioned seems to us the most suitable.

People coming from town at night would need a hand-light. They would know by lights along the roadway when to signal the driver for stopping.

The above is merely suggestive, but to us it seems safe and by far the least expensive. All of the people living in the community are very interested and hopeful that you will devise and acrry out a method for pedestrians to reach the city. There is no existing method that is tolerable for children, womwn and others who are without vehicle service.

Praying and hoping for relief we are very
Cordially yours,

John A. Walter

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 8, 1958
Salem, Oregon

55th & Baldock Freeway Pedestrian
Subway Proposal

Tom Edwards
Construction Engineer
Office

A delegation interested in a pedestrian crossing of the Freeway at S. W. 55th Avenue near Passena Drive, in Multnomah county, was present in this office Tuesday afternoon January 7, 1958. Their intent was to talk to Mr. Cooper or Mr. Barbee, but since both were out of town and since you were not available at the time, they settled for a session with me.

The delegation consisted of the following:

Mr. J. A. Walter, 10851 S. W. 55th Ave.
Mrs. Lundquist, 5424 S. W. Comus
Mrs. Lucile Hall, 10908 S. W. 55th
Mr. Lyman Latourette, not a resident of the vicinity,
but an interested property holder.

I informed the group that I could make no commitment but would be glad to discuss their problems in as great detail as possible and relay the results to higher authority. This arrangement seemed satisfactory to all present and after somewhat more than a half hour of conversation they departed, apparently feeling they had accomplished, at least in part, what they had set out to do.

The purpose of their visit was to back up a request which was made several weeks ago for a pedestrian crossing of Baldock Freeway at or near S. W. 55th Avenue. They suggested a pedestrian subway as being most likely to prove satisfactory.

The delegation present January 7 is of the opinion that a connection with S. W. 53rd south of the Freeway would be better than a similar facility connecting into S. W. 55th at Barbur Blvd. due to the poor sight distance on Barbur Blvd. at 55th.

Tom Edwards

-2-

55th & Baldock Freeway Pedestrian
Subway Proposal

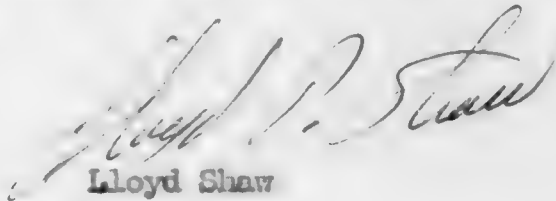
The reasons given for the need of a subway are:

- a. No bus service is available within eleven blocks of S. W. 55th and Pasadena.
- b. The route to Taylors Ferry Road (S.W. 55th Ave.) is steep and difficult for aged or infirm persons to travel.
- c. School buses do not penetrate the area except by way of Barbur Blvd. or Taylors Ferry Rd., and school children have heretofore walked via S.W. 55th Ave. to S. W. Capitol Highway then east to the school.
- d. Any alternate route, as for instance, west on Pasadena Drive to S. W. 63rd and Barbur is too great a distance for elderly or very young persons to travel.

At the time the original request for a pedestrian subway was made by people in this area, two tentative plans for such an installation were made by this office and sketches are available.

I doubt that anything less than some sort of pedestrian crossing at or near S. W. 55th Ave. will quiet the demands now being made. Mr. Latourrette is quite obviously concerned with property development more than the needs of residents of the area. The others are quite sincere and unquestionably have cause for complaint.

I recommend that further thought be given to installation of a pedestrian subway.


Lloyd Shaw

SPS:dl

RECEIVED
JAN 23 1958

FOR FILING

T-303770
4478

Salem, Oregon
January 22, 1958

Increase in Project Authorization

Mr. Lowell A. Johnston
Resident Hwy. Engineer
Box 4699
Portland 2, Oregon

This is to advise you that at its meeting of January 16, 1958, the Highway Commission approved an increase of \$72,000.00 in project authorization on Contract No. 4998, S. W. 14th Avenue-Washington County Line Unit, Harbor Drive-Washington County Line Section of the Portland-Salem Freeway in Multnomah County.

The new construction authorization is \$836,993.81. This amount should be used in all future reports.

S. H. Probert
Office Engineer

cc: A. G. Skelton

DBP:cr

RECEIVED
JAN 27 1958

FOR FILING

T-23(1)
4998

January 3, 1958

603
Mr. John A. Walter
10851 S. W. 35th Avenue
Portland, Oregon

Dear Sir:

This is in reply to your letter of November 19 and concerning what appears to be a misunderstanding in regard to the State Highway Commission's plans as they will affect S. W. Pasadena Drive.

Construction of the R. H. Baldock Freeway through the Del Rey Park area will, as you say, block a portion of Pasadena Drive. Area for a relocation of Pasadena Drive somewhat northerly from its original position will be provided and a roadway similar in standard to the original will be constructed but with the addition of a crushed rock surface. This reconstruction of Pasadena Drive will be made from a point about midway between S. W. 57th and 58th Avenues to approximately S. W. 60th Avenue and will provide pedestrian access to bus lines on Barbur Boulevard at S. W. 63rd Avenue or S. W. 64th Avenue.

The statute you quote "if any existing highway . . . is converted into a throughway . . . and abutting properties are dependent upon the existing highway for ingress . . .", clearly refers to properties which would front on and be serviced from the throughway were not some alternate means for access provided. Del Rey Park, as you state in your letter, fronts on S. W. Pasadena Drive which, however, is not being converted to a throughway nor have properties in Del Rey Park been dependent upon the highway between 57th and 60th Avenues for ingress and egress to a public thoroughfare. It is felt that the State Highway Commission would be acting contrary to the meaning of the statute if a service road as defined were constructed and maintained at this location.

In regard to Pasadena Drive preceding Southwest Side Pacific Highway, there is an interesting, though probably unimportant, difference between maps we have and the map you mention. Our map is a Multnomah County Assessor's map made before construction of the Baldock Freeway or its forerunner, the West Portland-Hubbard Highway. On it is shown Southwest Side Pacific Highway (Road 1299-100) and also S. W. Capitol Highway. In the area now occupied

January 3, 1958

Mr. John A. Walter - 2

by Del Rey Park is shown an acreage tract (Tax Lot 1, Section 31) of 54.93 acres in which no roadways of any sort are indicated. Probably Pasadena Drive came into being when the plat of Del Rey was filed June 28, 1937, whereas construction on Pacific Highway West was completed in 1936.

Aerial photographs taken after construction of the West Portland-Hubbard two-lane highway, but before construction of the Baldock Freeway connection, show a low standard roadway along S. W. Pasadena Drive from S. W. 55th Avenue to about midway between 57th and 58th Avenues. From that point to approximately the west line of Del Rey Park a pasture type, dry-weather roadway is indicated. This seems to have been the status until recent construction altered the appearance of things in that locality.

We have endeavored to comply with your request to give this situation a new and careful examination. In the event our findings are at variance with yours, please feel free to contact us again.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

LHS:dl fn

Collected by Mr. Williams

exchange via Taylor's Ferry Rd

↑ To Pullman

Barber

Blid

Scale 1 = 100



To Port Hope

1.25 Miles to Capitol Hwy Inter

R/W

SW

DEVELOP

57th

To Twp. Road



R. H. Baldock Freeway

Drive

Future Toe of Slope

R/W Line

R/W Approx \$12,000

PARK

Pasture

R/W

S.W. DICKINSON ST

St

27

10

18

9

8

13

14

15

58 14

17

16

15

19

25

26

23

22

21

58 14

Freeway

at slope 7

21

R/W Purchased For Freeway 
Additional R/W Needed to
Relocate Pasadena Drive 

Freeway

11.7
REFERRED TO
COOPER
By State Highway Engineer

10851 S.W. 55th Ave.,
Portland Or., Nov. 19, 1957.

W.C. Williams, State High. Eng.,
State High. Dep't ,
Salem, Or.

Dear Sir:-

Last week Mr. Latourette and I received the information that S.W. Pasadena Drive from S.W. 55th Ave to S.W. 91st Ave. ~~is~~ is considered as no street, - no improvement to be made there by the State Highway Com. We were astonished because we knew that the former Pasadena Drive had been utterly destroyed by the Baldock Freeway construction, and a new location provided for it by a purchase from Mrs. Grace Johnson of a strip entirely along the north end of lots 20 and 21, Del Rey Park, and purchase from the Rutherfords of the north end of lot 11, - the two purchases extending from near 57th Ave. to 60th Ave. Thus the impression prevailed that a new Pasadena Drive was provided and that it would be improved as a utility or service road as required by the statute (Or. Rev. Statutes, 374 - 060) that " if any existing highway or section of existing highway is converted into a throughway by reason whereof real properties then occupied and used are affected, and such abutting real properties are dependent upon the existing highway or section of highway for ingress or egress, the State Highway Commission shall provide a utility or service road to serve the properties. This utility or service road shall be constructed and maintained by the State at State expense, and shall follow a location or route immediately, or parallel to and adjoining the throughway. After the service or utility road has been constructed the abutting land owners' right of reasonable view shall not be impaired."

Thus it is that we are requesting a new look by your department, and a careful examination of the Multnomah County Map showing the Northwest Quarter of Sec. 31, 1 S. 1. E. ~~41~~ 41³. The highways, including Pasadena Dr., were there shown as they were prior to Baldock Expressway. The community of Del Rey Park from 55th Ave to 60th Ave. was entirely dependent on the use of Pasadena Drive. This Drive even preceded Southwest Side Pacific Highway. It provided access even to S.W. Capitol Highway.

Very respectfully submitted,

John A. Walter
John A. Walter,

10851 S.W. 55th Ave., Portland.

Lyman E. Latourette
Lyman E. Latourette,
65 S.W. Custer St., Portland 1.

Quotation is from ORS 374.095

RECEIVED
JAN 30 1958

FOR FILING

FORM 890-80M-2-57-1428

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 2, 1958

SUBJECT: Pasadena Drive, Baldock Freeway
near S. W. 58th Avenue

To: Forrest Cooper
Deputy State Highway Engineer

Dear Sir:

Mr. Walter's letter appears to be an attempt to obtain an improved roadway into an area which is undeveloped but ripe for residential sales as soon as a reasonable access is constructed.

Mr. Walter's efforts to present Pasadena Drive as a much used thoroughfare bog down when old maps and photographs of the area are studied. In our files are County Assessor's maps showing "Southwest Side Pacific Highway" (now Barbur Blvd.) but indicating only acreage with no roadways in what is now Del Rey Park. Aerial photographs taken after construction of Pacific Highway West, but prior to the "West Portland-Hubbard" construction, show a roadway with no indication of improvement other than possibly grading and drainage. Division I locating engineers report that Pasadena Drive was unsurfaced and not fit for winter travel up to the time Baldock Freeway construction partially covered it with embankment.

Mr. Walter's statement that "this drive even preceded Southwest Side Pacific Highway" seems in error in view of evidence in the foregoing paragraph. This is further supported by completion date of construction on Pacific Highway West (1936) and filing date of the plat of Del Rey Park (June 28, 1937) which apparently established Pasadena Drive.

Mr. Walter's quotation in regard to frontage roads is not from ORS 374.060 but is from ORS 374.095. In any event it does not apply to Pasadena Drive since the Drive is not being developed into a thoroughway.

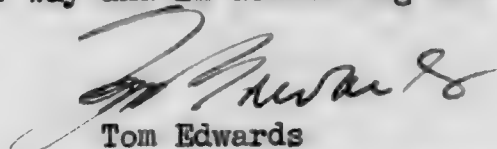
It is recommended that a strip of land equal in width to original Pasadena Drive be obtained and a roadway equal to that which existed on Pasadena Drive be constructed. The strip of land should be no less than 60' in width from the toe of slope of Baldock Freeway

Forrest Cooper

Subj: Pasadena Drive, Baldock
Freeway near S.W. 58th Ave.

construction and would be dedicated to the public. Prior to this dedication the original Pasadena Drive should be vacated and would revert to State of Oregon as adjacent property owner. By this process neither County nor State would be committed to maintain the roadway. Addition of a crushed rock surface will permit better pedestrian access to the settlement near 55th and Pomona and will be purely a gravy item in so far as Mr. Walter's is concerned.

County has agreed that they will assist in any legal steps necessary to vacate existing right of way and in dedicating new street.


Tom Edwards
Construction Engineer



RECEIVED
JAN 30 1958

FOR FILING

I-303(17)
4715

08-35

January 2, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of September 18, 1957 requested our concurrence in the improvement of S. W. Pasadena Drive in Portland as a frontage road to provide access westerly for property owners partially cut off by the construction of Project I-303(17). Subsequently, we were requested to answer a letter from Lyman E. Latourette to our Washington office on the same subject.

After discussion with Mr. Barbas on December 31, it was agreed that S. W. Pasadena Drive would be reestablished to a graded and surfaced standard from 57th Avenue to 61st Avenue, and to original right-of-way width. The surfacing is to consist of crushed rock or gravel in sufficient depth to furnish a satisfactory surface for light traffic but without paving. The work is to be included in the next contract for the Tigard Interchange Unit.

A copy of our letter to Mr. Latourette is enclosed for your information.

Very truly yours,

G. G. POLK
Division Engineer

Encl.

*Orig with
encl. to
Edwards*

STATE HIGHWAY DEPARTMENT

RECEIVED

FOR FILING

4975

08-13

December 31, 1957

Mr. Lynn E. Latourette
85 S. W. Chester Street
Portland, 1, Oregon

Dear Mr. Latourette:

Your letter of October 29, 1957 to our Washington office, also signed by Mr. John Walter, concerning the possible improvement of Southwest Pasadena Drive in Portland, has been referred to this office for reply.

We regret very much the delay in answering your letter. The necessity of making a field investigation of the extent of the work to be done was the cause of the delay.

The State Highway Department's present plan, in which we concur, is to reestablish Southwest Pasadena Drive from a point near 57th Avenue westerly to 61st Avenue as a service road under a contract to be let in the near future. Access will thus be provided towards Tigard and Hollisville for the area concerned.

If there is any further information that we can furnish on this subject, please feel free to call on us.

Very truly yours,

C. G. FOLK
Division Engineer

PPH 10-1-58

CP

RECEIVED
DEC 20 1957

FOR FILING

7 - 55 - (11)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 14, 1957

SUBJECT:

603
To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

L

On approximately October 30, a Mr. and Mrs. John A. Walter of 10851 S. W. 55th Avenue, Portland 19, Oregon, and a Mr. Lyman Latourette, who resides in that same vicinity, called on Mr. Williams with the complaint that the construction of our Baldock Freeway was separating them from Barbur Boulevard, and required an undue amount of walking for pedestrian traffic to reach bus service. Mr. Williams had a previous appointment and requested that I go over their complaint with them.

It was their contention that the area involved contains a number of elderly people who do not own or drive automobiles. Under the present plan it is necessary for this group of pedestrians to walk north on 55th Avenue to Taylors Ferry Road, a distance of approximately 3,000 feet, to bus service; previously they had walked to Barbur Boulevard, a distance of about 400 feet, and caught their bus at this point.

Mr. Walter has just been in the hospital with a heart condition. During that time, due to the fact that his wife does not drive a car and is also crippled, she could not visit him.

Not only are there several elderly people in this area, they contend, but there are also a number of school children that previous to the construction could go south to Barbur Boulevard, whereas their parents now have to take them by car to Ferry Road to their school.

Taylors

I am attaching a white print of a map of this general area; outlined in red between 53rd and 58th Avenue is the area in question. There are presently twelve homes in this vicinity. It is very doubtful, in my opinion, if this pedestrian underpass would serve over twelve people a day, but I do believe that we have land-locked a considerable area as far as pedestrians are concerned.

NOTED
FORREST COOPER

Mr. Forrest Cooper

-2-

November 14, 1957

Attached also are two prints of a possible pedestrian underpass, at an estimated cost of \$33,000. I would recommend that we request Bureau cooperation in the construction of this underpass, and that it be constructed between now and the time of our paving contract on the Baldock Freeway.

Tom Edwards
Construction Engineer

By *D. J. Barbee*

D. J. Barbee
Ass't Construction Engineer

DJB:jk

Attachments





13

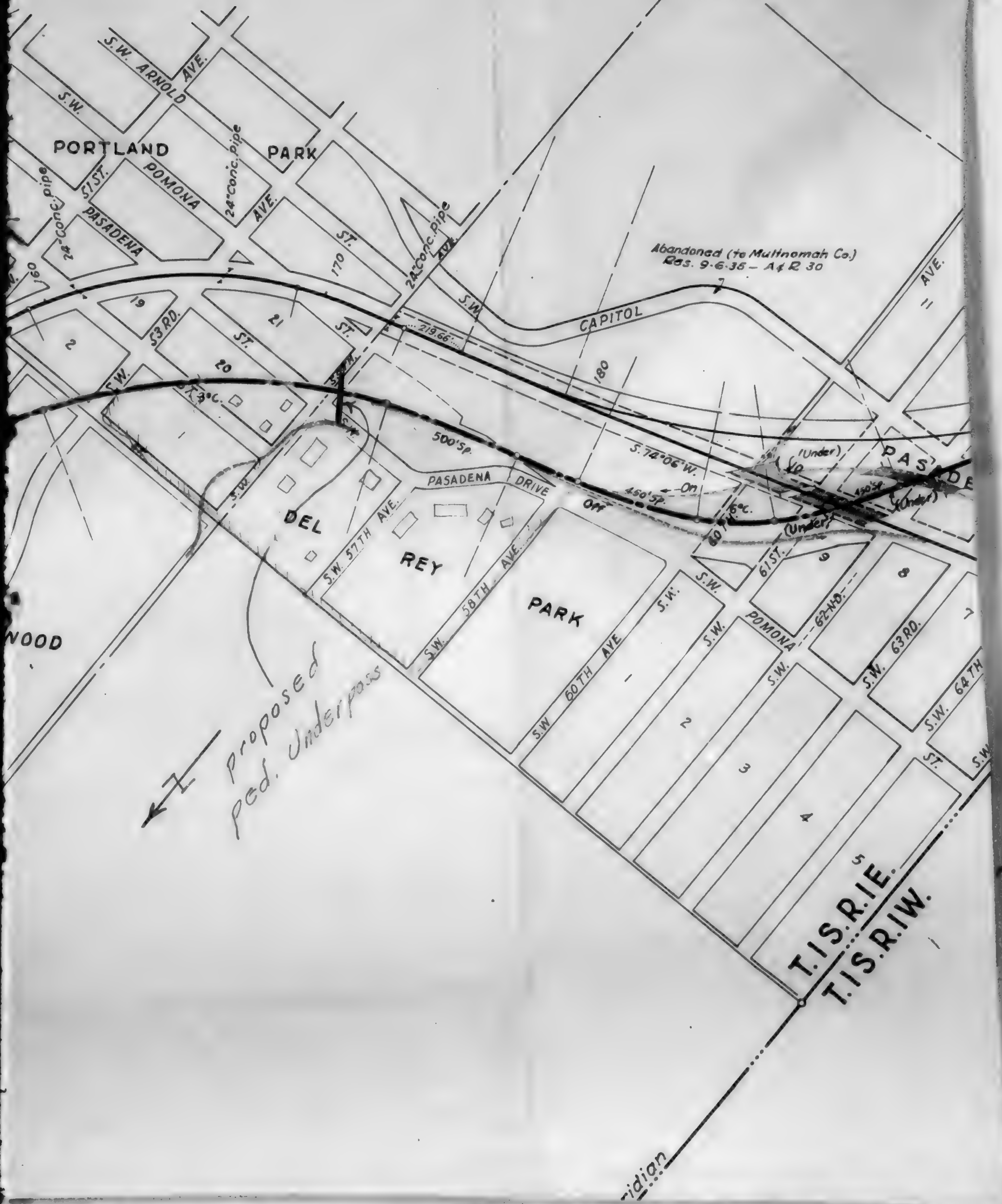


Abandoned (to Multnomah Co.)
Res. 9-6-35 - A & R 30

proposed
ped. Underpass

T.I.S.R.I.E.
T.I.S.R.I.W.

31



SW 14TH AVE - 10' WIDENING COLLINE
 HARBOR LAKE - 10' WIDENING COLLINE
 PORTLAND - SALEM EXPRESSWAY
 55TH AVE PEDESTRIAN U/PAGE

Const Cost \$33,000
 No R/W required

BRIDGE

Temporary

Const 4' x 6' R/W
 Length = 23'

SW 55th AVE

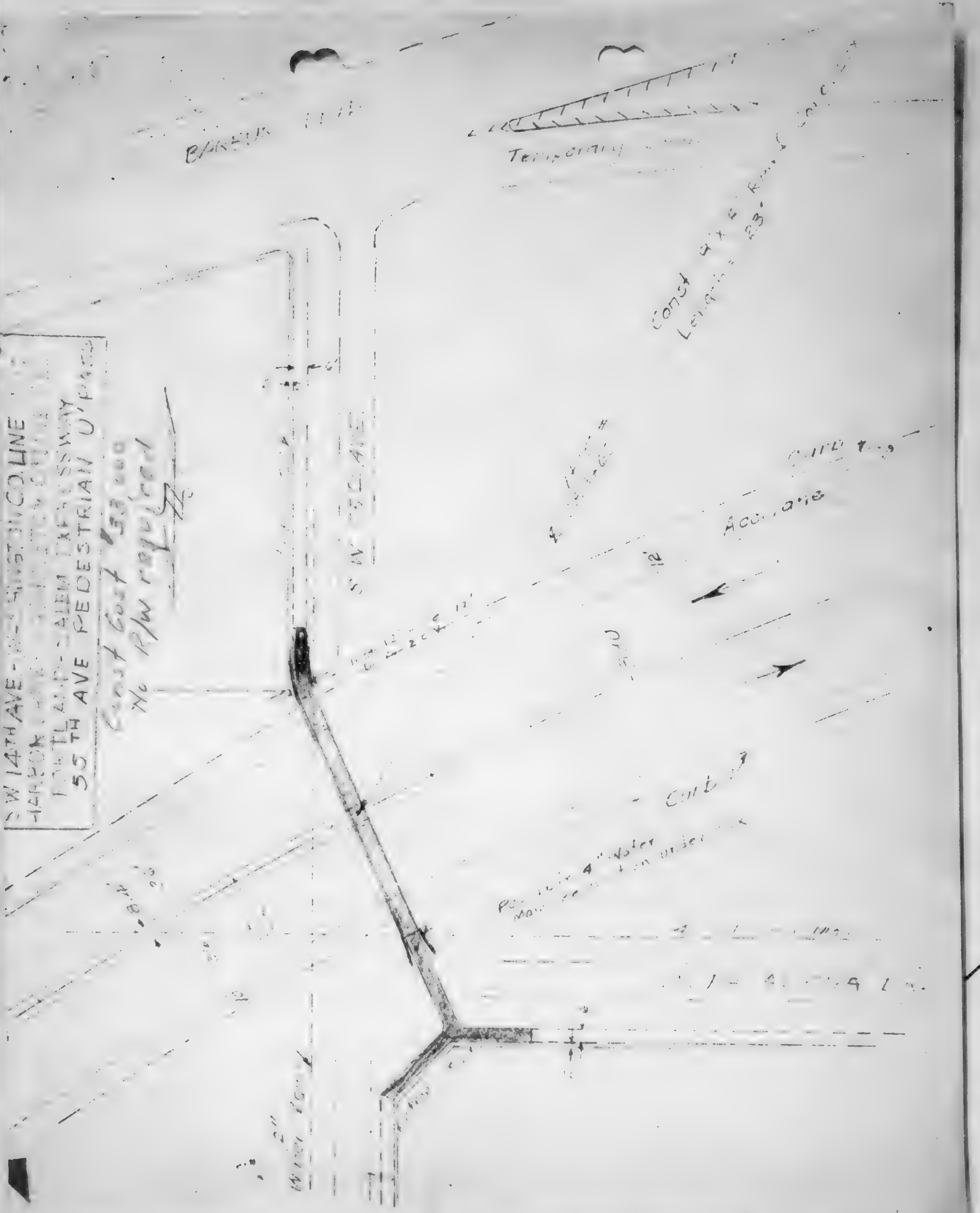
Acc. one

Comb 13

Re. 4" Water
 Main 10' in under

1 - 4' x 4' 1/2'

2" Water



RECEIVED
SEP 24 1957

FOR FILING

I-303(17)
471

Cross Referenced To:

Adm
Petitions
Multnomah Co.

September 23, 1957

Mr. Lynn E. Latourette
05 S. W. Custer Street
Portland 1, Oregon

Dear Sir:

Reply is made to your letter of August 26, concerning access problems in the Pasadena Drive area which have been made difficult by the construction of the E. H. Baldock Freeway.

We are investigating the desirability and cost of improvement of Pasadena Drive westerly from 55th Avenue to the vicinity of 63rd. We are also requesting the Bureau of Public Roads to advise us as to its approval of participation in the cost of some improvement of Pasadena Drive. We will advise you further on this matter as soon as we have the necessary information from the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:me hi

CONSTRUCTION DIVISION
RECEIVED

SEP - 9 1957

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED--☐☐☐☐☐
CE ACE ACE COEPortland, Oregon
September 6, 1957SUBJECT: S. W. 14th Avenue--Washington
County Line Unit, Portland-Salem
Expressway, Contract #4998,
Prefix 26-1080To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young

In response to your recent verbal request to Mr. Skelton for an estimate for improving Pasadena Avenue, the following estimate in the amount of \$20,846 was prepared by Mr. Lowell Johnston, Resident Engineer:

300 ft.	12" Pipe Dr.	\$ 450.00
51 ft.	30" Conc. Pipe	403.00
1	Special Manhole	225.00
200 ft.	6" Perf.	350.00
100 cu.yds.	Sand Backfill	500.00
4,030 cu.yds.	Course Gr. Mt'l in Base	12,493.00
150 cu.yds.	3/4-0 in Base & Shoulders	487.50
110 M Gal.	Sprinkling	330.00
	Prep. Base	200.00
225 cu.yds.	24" Curbs	978.75
125 cu.yds.	16" Curbs	543.75
	Clearing	500.00
20 tons	150 - 200 Asph.	960.00
100 cu.yds.	Min. Agg. in 0-11	420.00
815 cu.yds.	Emb. in Place From	
	Main Line	300.00
500 cu.yds.	Gen. Exc. in Place	500.00
400 cu.yds.	Dr. Exc.	1,200.00
		<u>\$ 20,846.00</u>

The above estimate includes the improvement of Pasadena Avenue from 55th Avenue to 61st Avenue. The improvement consists of grading, base rock and surfacing with 0-11 to a 20 foot width. Drainage consists of 12 inch culverts under driveways and one 30 inch culvert under the roadway on a diagonal. Curbs are contemplated at the toe of the fill and along the property line where the right of way width is restricted.

AEJ/bd
cc: Lowell JohnstonA. E. JOHNSON
Assistant Division Engineer

REFERRED TO
SECRETARY

REFERRED TO
Cooper
By State Highway Engineer

10851 S.W.55th Ave.,
Portland, Or., Aug. 26, 1957.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

On May 6th, 1955, the undersigned forwarded to you a petition calling attention to the fact that a throughway, now called Baldock Expressway, was under construction and preventing access to S.W. Barbur Boulevard. On May 9th a reply was made that we would be informed when action had been taken. No special information was given, except action to construct a roadway (now partially completed) from S.W. Comus Street to the foot of S.W. 55th Ave. This gives some outlet but it is by no means adequate. It is roundabout for one going to Portland, and it is intolerable for one wanting to go to Salem, McMinnville or any other point in the upper portion of the valley. The use of Pasadena Drive has been practically a nullity.

Before the throughway Pasadena Drive furnished an outlet to Barbur Boulevard. This applied to all streets coming to Pasadena Drive between S.W. 55th Ave to S.W. 61st Ave. Information from the Portland office has not been fully satisfactory, - hence this letter.

Our attention has been called to the statutory provision that "If an existing highway or section of an existing highway, is converted into a throughway, by reason whereon real properties are dependent upon the existing highway, or section of highway, for ingress or egress, the State Highway Commission shall provide a utility or service road to serve the properties. This utility or service road shall be constructed and maintained by the state at state expense, and shall follow a location or route immediately or parallel to and adjoining the throughway."

A section of Pasadena Drive has been converted into a throughway. By reason thereof properties then occupied and used are affected, and such abutting real properties are dependent upon said Pasadena Drive for ingress and egress to said Barbur Boulevard. Yet the State Highway Commission has not provided a utility or service road immediately or parallel to and adjoining the throughway. (For the statutory provision see ORS, Sec. 374-060). The statutory provision is supported by the constitutional provision (Art. 1, Parag. 18) to the effect that private property shall not be taken for public use except by payment of just compensation.

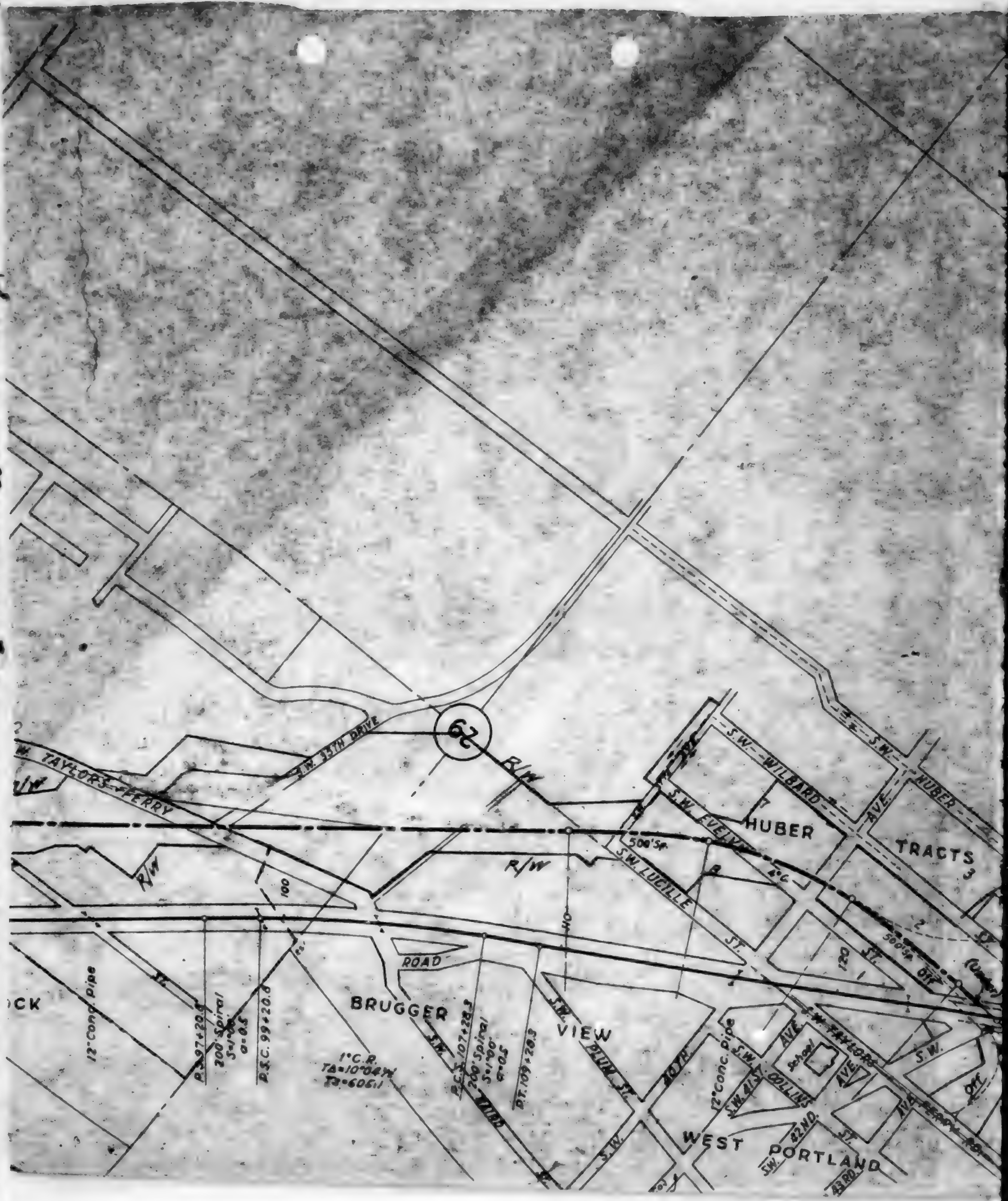
It is requested that Pasadena Drive be improved from 55th to 61st so as to make a direct outlet to points south as well as from Comus Street to 55th Ave. The distance from from 55th Ave. to 61st Ave. is short and the roadway may be easily improved.

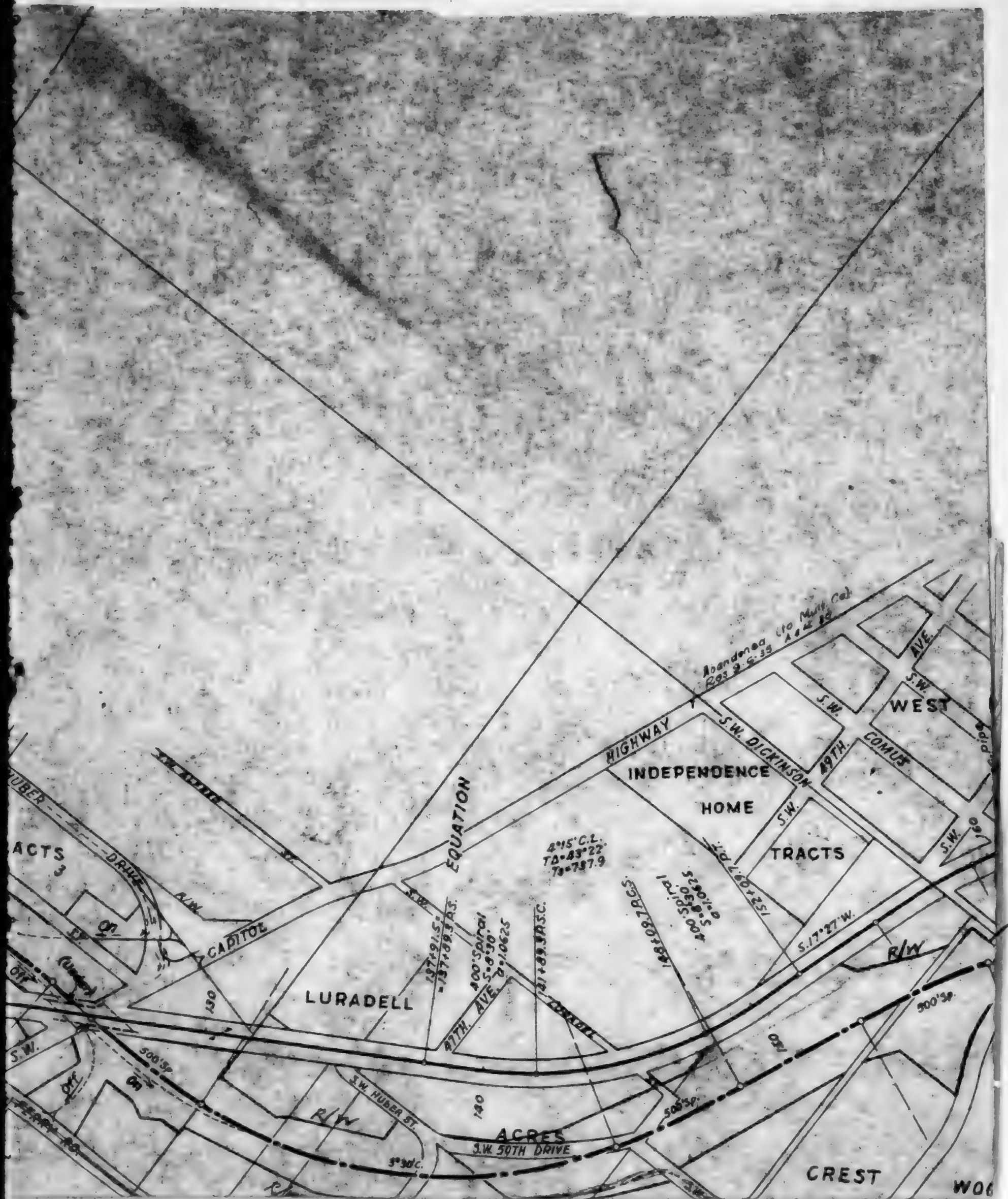
Very sincerely yours,

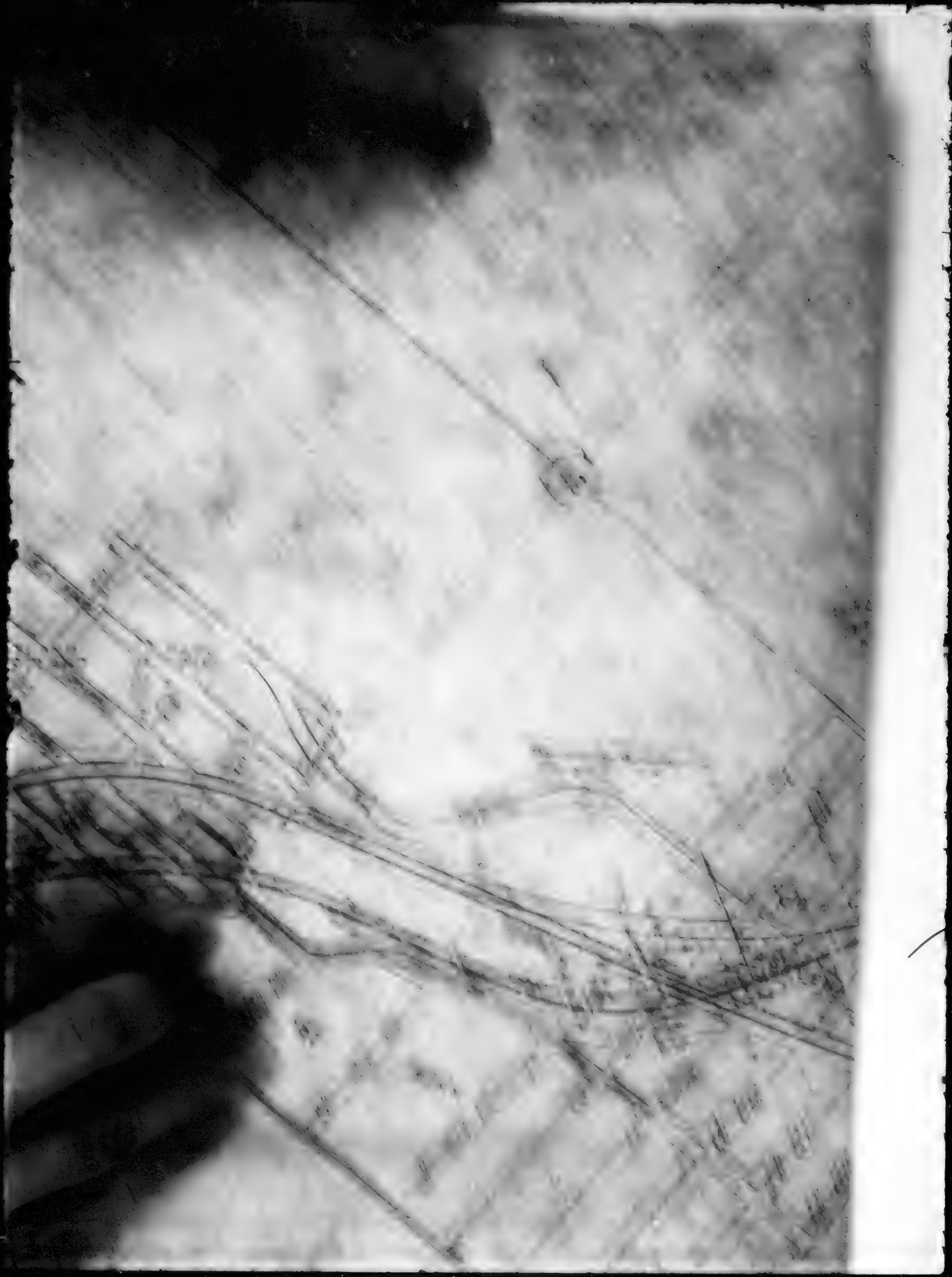
John A. Walter
John A. Walter,
10851 S.W. 55th Ave.,
Portland 1, Or.

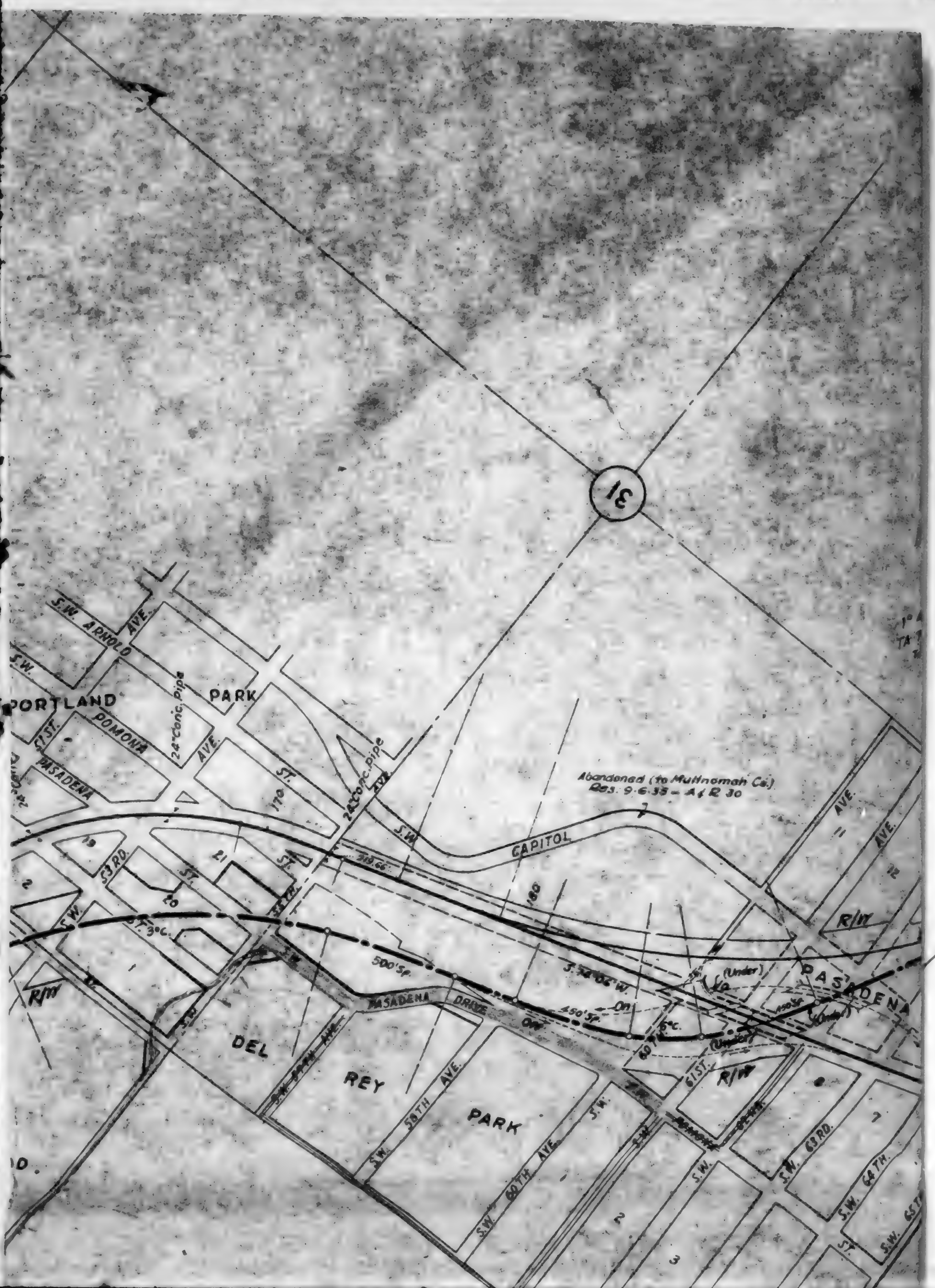
Lyman E. Latourette
Lyman E. Latourette,
OE SW Custer St.

9-4-57









18

Abandoned (to Multnomah Co.)
Res. 9-6-35 - A & R 30

CAPITOL

PASADENA

REY

PARK

CORD.

64TH

65TH

B.C.L.
8° 20' 15"
2614.92'

MULTNOMAH COUNTY
WASHINGTON COUNTY

W. PORTLAND - HUBBARD HWY.
to Salem



28-22-18

WEST
PORTLAND
S. D.
Abandoned (to Murtos)
Dec 9-65 - AS 2-30

ACB'S
S.W. 50TH DRIVE

9500

CREST

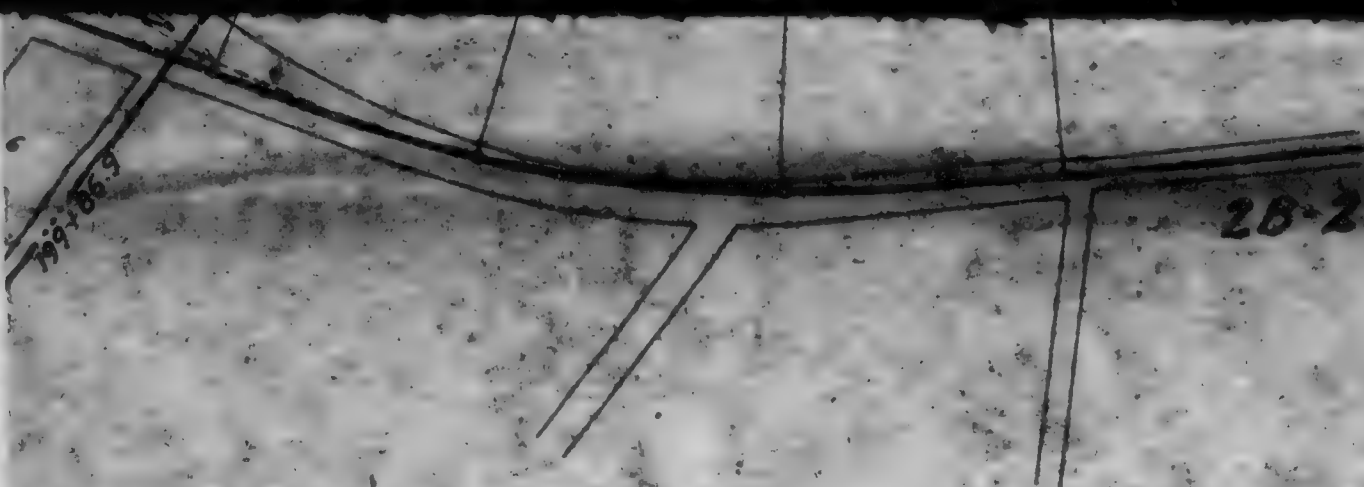
WOOD

SW 52ND AVE

SW 53RD AVE

30

Indicate
for So
Indicate
for A



1994869

28-22-18

Note:
Right-of-Way shown

RECEIVED
JUL 27 1955

FOR FILING

7-305(17)
4375

Cross Referenced To:

Adm
1-3-55
Walter

July 26, 1955

Mr. Lyman E. Latourette
05 S. W. Custer Street
Portland, Oregon

Dear Sir:

Reference is to your letter addressed to the Oregon State Highway Commission under date of May 6, 1955, having reference to a service roadway along the proposed West Portland Expressway between Capitol Highway Junction and S. W. 63rd Avenue.

This matter has been carefully investigated, and, while our plans are not complete, it appears that it will be necessary and desirable to construct a service road connecting S. W. Pasadena Street and S. W. 48th Avenue, such service road to be parallel with the Expressway.

Please bear in mind that this plan is tentative at this time, but when the ultimate plan is adopted you will be further advised in this matter.

Very truly yours,

R. N. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. A. G. Skelton

Mr. Skelton:

Please remind me to advise him.

WCW:ms lg

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 13th, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

Referring to your Assignment #5846 attached to a petition from numerous residents living in the vicinity of the new Portland-Salem Expressway between Capitol Highway and Pasadena Drive in which they request that a "service way" be provided along the westerly side of the throughway from 61st Avenue to West Portland at Capitol Highway, I wish to advise that we have made a study of this matter and find that we do create a cul-de-sac in the area and also make it necessary for residents to drive a considerable distance out of their way for ingress and egress to the area lying easterly from Taylor's Ferry Road to the new highway and between 48th and 55th avenues.

In our original plans we had anticipated constructing a service road from S. W. 48th Avenue to Alfred Street which would give relief to that area. However, Crestwood Subdivision and Del Rey Park would not have ingress and egress comparable to what they now enjoy. To alleviate the situation a service road could be constructed from Alfred Street to Pasadena Drive. The cost of this has been estimated at \$58,500 for construction and \$24,000 for right of way for a total of \$82,500, and it is my recommendation that this be included in the plans. For your information, access to the area is now via Pasadena or 55th to Barbur Boulevard.

I am attaching a map which shows the items referred to in this letter.

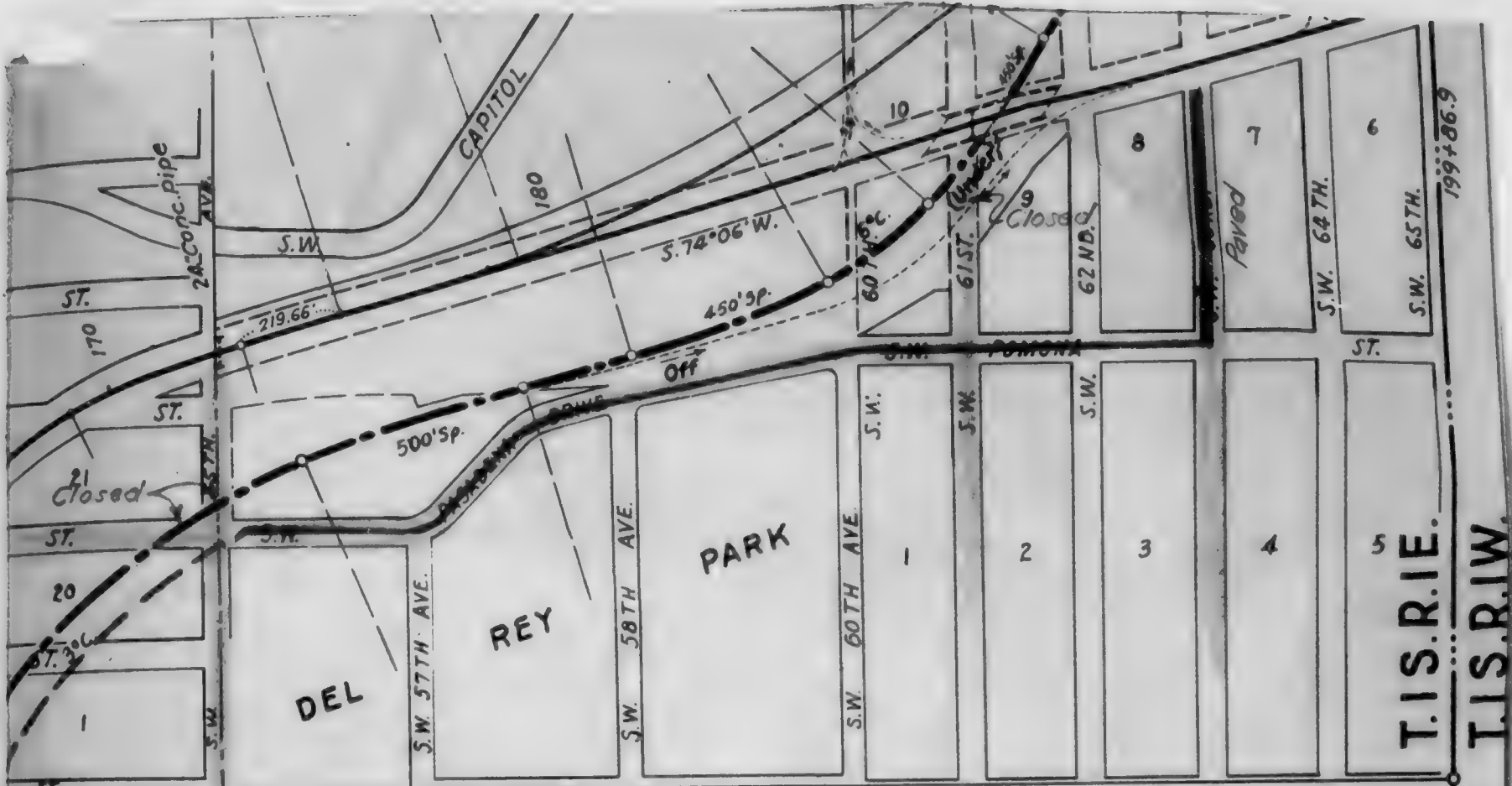


Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.







Existing Access Routes

S.W. Alfred St. - S.W. 55th St, 2300'
 Frontage Road Estimate
 Const. 58,500
 R/W 24,000
 Total \$82,500

Willamette Meridian

*replied
File*

May 9, 1959

Mr. Lyman E. Latourette
65 S. W. Custer Street
Portland 1, Oregon

Dear Mr. Latourette:

Received in today's mail was your letter of May 6, 1958 transmitting a petition, signed by numerous owners of real property on the Portland-Salem Expressway, in which the State Highway Commission is requested to construct a service roadway along this expressway between Capitol Highway junction in West Portland and S. W. 63rd Avenue.

Your letter and petition will be called to the attention of the State Highway Commission and the State Highway Engineer. You will be informed when action has been taken on the request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:jmc

cc: Mr. John A. Walter
10651 S. W. 55th Avenue
Portland, Oregon

Commissioners
R. H. Baldock

05 S.W.Custer Street,
Portland 1, Or., May 6, 1955.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

A petition is presented herewith for a service roadway to be constructed along with the section of the Portland - Canby expressway between Capitol Highway at West Portland and S.W.63rd Ave.

This petition shows how necessary such serviceway will be because the expressway will cut off access to Barbur Bv'd which is the exclusive route of travel for the area to and from Portland.

From 57th Ave northeasterly to about 52nd Ave. the area is very rugged with deep ravines sloping southwesterly. The properties of the petitioners are southwesterly of the expressway and between about 55th and 61st Avenues.

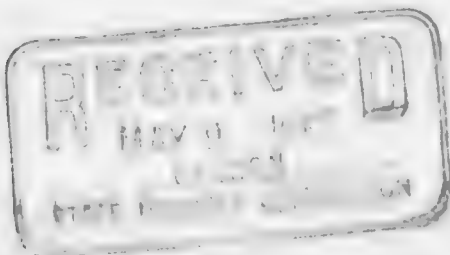
The petitioners are not opposed to expressways if the statute is complied with and serviceways provided to furnish reasonable access and exit commensurate with what previously prevailed, and they are not inclined to cause more expense than is reasonably necessary. Some feel that an outlet via 53rd Ave. and Taylor's Ferry Road might be adequate provided a reasonable grade can be devised. Some feel that it may be necessary to carry the service way along the shoulder of the expressway and be given an outlet to Taylor's Ferry Road at or near the creek about the location of 44th Ave. if extended. All feel that Pamona Drive ~~and Broadwell St.~~ should be in part re-established and provided with pavement between 55th Ave. and 63rd Ave., and that the balance of the serviceway should be properly paved (penetration oil or blacktop on macadam, and 30 feet or more of roadway).

Of course the problem involves good highway engineering. The matter has been discussed with the local engineers, Mr. Skelton and Mr. Broadwell, and a copy of the petition, (omitting the signatures) and a copy of this communication is being forwarded to them, to the end that delay may be avoided.

Very respectfully yours,

John A. Walter
John A. Walter, 10851 S.W. 55th Av

Lyman E. Latourette
Lyman E. Latourette, ~~Ex-Ex~~
05 S.W. Custer St., Portland, Or.



RECEIVED
MAY 10 1955
H. B. CUNY

05 S.W. Custer Street,
Portland 1, Oregon, April , 1955.

Hon. Members of Oregon State
Highway Commission,
Salem, Oregon.

Re West Portland- Hubbard Throughway,
(Barbur Blvd. - 61st Av. Section.

Gentlemen:-

The undersigned are the owners of the real property set opposite their respective signatures hereto. All of the property will be unreasonably injured by the above throughway unless a service-way is provided as provided by the statute. (Sec. 15, Chapter 226, Oregon Laws of 1947; see also Oregon Constitution Article I, Subd. 18.)

The property of the undersigned is, and for many years, has been served by Barbur Boulevard. This service will be entirely eliminated along the portion above indicated of the throughway unless a service roadway is also provided. Moreover this portion of Barbur Boulevard will also be made into a throughway, owing to the lay of the land on a sidehill. Without a service way the lots in block 1 and east half of block 2 ^{residential} will be depreciated in value to the probable extent of 25%. Lots further east will be more depreciated, and at and near 55th Ave. the depreciation may be as much as 50%. Almost all of the affected property is in Sections 30 and 31, T2N S.R. 1 E., W. 4., but not in any incorporated City. The property is most valuable for residential use, - and this is the use to which it is put and intended.

At the time the throughway was initiated, and until recently, the general understanding has been that a service way would be provided along the westerly side of the throughway from 61st Ave. to West Portland at Capitol Highway. But now it seems that a service way is not in prospect. In fact the partial construction has already cut off access at 61st and beyond nearly to 55th Ave. If no service way is provided, former values will fade, increased building will ~~will~~ fail, and tax values will also diminish, whereas with a service way the opposite will result, so that the County and State, by the increase of taxes, may well be expected to off-set the cost of a serviceway. Certainly the added taxes, in a few years, will more than off-set the cost.

WHEREFORE Your petitioners respectfully pray that such service-way may be provided.

Name of Owner	Address	Description of Land.
<u>Edm A. Walter</u>	<u>10851 S.W. 55th Ave</u>	<u>TAX L. 23 + 50 X 125 S ADJ</u>
Bertha L. Walter	" " " "	" " " "
Gloyd W. Caraway	5827 SW Dickson	TL-30 sec 30 1 S 1 E.
Grace Johnson	11394 S.W. Pacific Hwy.	Del Rey Park 17 & 25 th ave
William C. Torok	10824 SW 57 th	Del Rey Park Lot 586
William M. Torok	" " " "	" " " "
Myrtle Smith	5529 S.W. Buckner St	Tract 6
John E. Tebo	10908 S.W. 55 th	Block 20, Lots 1-2-3-4 West. Port
Marcelle J. Tebo	10908 S.W. 55 th	Block 20, Lots 1-2-3-4 West. Port
A. H. Rutka	11054 SW 61 Ave	Lots 19-20-21-22 Pasadena
Stephanie Rutka	" " " "	Block 1 15-16-17-18 Pasadena
H. C. F. Verlander	" " " "	3-4-33-34 Pasadena
Florence E. Verlander	10830 S.W. 61 st Av	3-4-33-34 Pasadena

RECEIVED
DEC 31 1957

FOR FILING

I-303(17)

477

08-35

December 27, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-303(17)
S.W. 14th Ave.-Washington County Line

Dear Sir:

By letter dated October 23, 1957 we approved an Order for State Force Work dated September 5, 1957 in the amount of \$9000.00 for seeding, mulching and fertilizing "As required between stations 255+00 and 390+50".

We have now received a similar order dated October 24, 1957, Project I-303(19), in the amount of \$1000.00 covering similar work "As required between Stations 290 and 295", with Federal participation requested on basis of actual cost.

Before we can act upon the latter order we will need:

- (1) A statement from you that no duplication is involved;
- (2) A letter of request, original and 4 copies. As similar work is being handled on an agreed unit price basis, we see no reason for changing, in this case, to an actual cost basis;
- (3) 5 copies of the Order for State Force Work.

All copies of the Order, Project I-303(19), are returned herewith.

Very truly yours,

C. G. POLK
Division Engineer

Encls.

Original to SWP

RECEIVED
DEC 26 1957

FOR FILING

4178

December 24, 1957

Oregon State Highway Commission

Gentlemen:

It has become evident that the S. W. 14th Avenue-Washington County line project on the S. E. Baldock Freeway, Contract No. 4998, is going to overrun the project authorization by about 9.4 per cent, or \$72,000.

The major portion of this overrun has been occasioned by the necessity to substantially supplement the planned drainage facilities for this job to cope with a much wetter, unstable soil condition than had been anticipated. In addition to this, some of the city water lines had to be revised which added to the cost of the project.

In view of the above, it is respectfully requested that the project authorization for this contract be increased in the amount of \$72,000.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. C. H. Nelson
Mr. Tom Edwards
Mr. S. H. Probert

LHY:jc

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

S.W. 14th Ave.-Washington County Line Unit

Project Name Harbor Drive-Washington County Line Section

Date December 18, 1957

Highway Portland-Salem Expressway

Contract No. 4998

County Multnomah

Kind of Work Grading

Contractor G. D. Dennis & Sons

Contract Amount \$ 617,994.50

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized:			
2-Drainage Exc., Uncl.	6,000 C.Y.	\$2.25 +	\$13,500.00
4-General Exc., Uncl.	31,500 C.Y.	0.31 -	9,765.00
26-6" Perf. Metal Drain Pipe	3,700 L.F.	1.50 +	5,550.00
27-12" " " " "	4,212 L.F.	3.00 +	12,636.00
32-Special Backfill in Drains	4,600 C.Y.	5.00 +	23,000.00
42-Metal Guard Rail	3,300 L.F.	2.80 +	9,240.00
43-Class "A" Concrete	166 C.Y.	65.00 +	10,790.00
46-3/4"-0" Mat'l in Base	1,400 C.Y.	3.25 -	4,550.00
		+ 18,373.35	

Minor items, unitemized algebraic total

Subtotal \$ 78,774.35

Approved work orders (Price, extra work and state force orders) \$ 51,799.53

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	
S.F.O. Acct. #285 (P.G.E.)	+ \$ 1,500.00
S.F.O. Acct. #285 Capitol Hwy. Water Mains	+ 9,251.00
S.F.O. Acct. #274 - Install & Backfill 24" Pipe in Drain Tunnel	- 342.09
P.A. #2, 12" Extra Strength Sewer Pipe	- 356.25
P.A. #3 Remove Buildings	- 198.00

Minor items, unitemized algebraic total

Subtotal \$ 9,949.65

Authorization for engineering \$ 54,399.56

Expected over-run or under-run of engineering authorization

S.F.O. Acct. #285 City of Portland Water Bureau \$13,890.25

Costs not included above (explain) S.F.O. Acct. #274-276 Signing \$5,000.00 \$ 18,890.25

Allowance for future contingencies (2 % of work remaining) 250,000.00 \$ 5,000.00

Credits to come from transfers and deductions

Present estimate of project cost \$ 836,807.84

Brief Statement of principal causes of over-run:

See Back of Sheet

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization \$ 836,807.84

Present estimate of project cost \$ 764,993.81

Expected over-run (Amount) \$ 71,814.03

Expected over-run (per cent) 9.39

Space to right of this line is for use of Salem office.

Submitted by: *[Signature]* Resident EngineerNoted by: *[Signature]* Construction or Bridge EngineerConfirmed by: *[Signature]* Division EngineerNoted by: *[Signature]* Deputy or Assistant State Highway Engineer

Principal cause of overrun on the project was the increased amount of perforated pipe required to take care of the drainage on the project. This overrun in turn resulted in an overrun of drainage excavation on Special Backfill in Drains.

The perforated pipe is installed as follows:

	<u>Plans</u>		<u>Installed</u>	
	<u>6"</u>	<u>12"</u>	<u>6"</u>	<u>12"</u>
14th - 19th	905	0	1462	909
19th - 26th	0	0	1232	861
26th - Capitol Hwy.	160	170	2226	2022
Capitol Hwy. - 390+50	<u>600</u>	<u>445</u>	<u>580</u>	<u>1220</u>
Totals	1665	715	5500	5012

Guard rail was installed on both detours, the "S" line and the TF1 line because of the 15 to 35 foot fills encountered. The guard rail at the detours can be salvaged and re-used after the structures are completed.

The design of the retaining walls at Station 385 were changed in Salem from 1½:1 slopes to 2:1 slopes. This change resulted in an increased height of wall from 8' to 16' along with the increased thickness of footing and more steel reinforcement required.

RECEIVED
DEC 3 1957

FOR FILING

<i>Post</i>
<i>Box</i>
<i>Number</i>

MISC. CONTRACTS and
AGREEMENTS No. *175*

Salem, Oregon
December 2, 1957

Portland

Mr. C. G. Swenson
City & County Relations Dept.
Office

Supplemental Throughway Agreement
Closure of Hume Court
SW 14th Avenue-Washington Co. Line Unit
Pacific Highway
City of Portland

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a supplemental throughway agreement with the City of Portland covering the closure of Hume Court on the SW 14th Avenue-Washington Co. Line Unit of the Pacific Highway in the City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City of Portland.

Secretary

rn
Attach:

REFERRED TO
querry
BY SECRETARY
ofell

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 13, 1957

RECEIVED
Glaisher
By State Highway Eng. nee

SUBJECT: Supplemental Throughway Agreement
Closure of Hume Court
SW 14th Avenue-Washington Co. Line Unit
Pacific Highway
City of Portland

To: Mr. G. S. Paxson
OFFICE

L

Attached are three copies of an agreement executed by the city of Portland covering the subject named project. The agreement is now ready for presentation to the Highway Commission for signature. Only two copies have to be signed by the Commission and both of those copies require your signature of approval.

John D. Graham

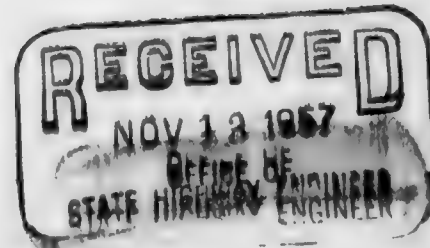
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION

DATE 6-27-57 Minute Page 44

H. S. Leary
Secretary



RECEIVED
NOV 25 1957

FOR FILING

T-303(17)
4000

November 15, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering construction of a footpath and fence on the S. W. 11th Avenue-Washington County Line Unit, Harbor Drive-Washington County Line Section of the Portland-Salem Expressway in Multnomah County, Contract No. 4998, in connection with Federal Aid Project No. 1-303(17).

It is necessary that school children and bus users have access from 55th Avenue to Pasadena Drive. Following orders of the Highway Engineer a rock footpath and Type 3 fence were constructed along the toe of the slope for pedestrian use and protection.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
NOV 11 1957

FOR FILING

11798
08-35

4998

file

November 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-303(17)
S.W. 14th Avenue-Washington County
Line, Portland-Salem Freeway - Price
Agreement No. 2 dated July 24, 1957

Dear Sir:

Reference is made to former correspondence, subject price agreement.

The matter was referred to our Washington office and four copies of the reply are attached. Please note that no part of the cost of the sanitary sewer installation is eligible for Federal participation, since the proposition involves new installation rather than relocation or adjustment of existing facilities.

For that reason, all copies of the price agreement are returned herewith.

Very truly yours,

C. G. FOLK
Division Engineer

By:

E. H. COWAN
Acting Division Engineer

Encls.

*Orig to S/H P
Copy to Edwards*

Mr. B. K. French, Regional Engineer
Portland, Oregon

November 5, 1957

G. M. Williams, Assistant Commissioner
By: M. B. Christensen, Chief
Construction and Maintenance Division *MBC*
Oregon I-303(17), City of Portland
Federal Participation in the Cost of City Sewer Lines
Planned for Future Construction Across a New Highway
Location

Reference is made to your memorandum of October 4 regarding the above subject in the City of Portland, Project I-303(17).

The city and State should be commended for their forward planning in constructing sanitary sewers for future needs in advance of highway construction to avoid tearing up the paving and embankment for later installation. This forward planning not only promotes better service to traffic, but also results in a lower installation cost.

Your interpretation of the regulations is correct in that under the conditions as described in the data submitted, Federal funds are not eligible for participation in any of the costs of the sewer pipe installation. There is no doubt that the additional cost of extra strength pipe as compared with normal strength pipe may be caused by the height of the embankment of the highway. If, however, the city were to install the pipe one or two years after all highway construction was completed the same extra strength pipe requirements would prevail. In the latter case the city would, of course, be faced with additional costs for installation also. In either case, however, it is clear that no part of the cost of the sanitary sewer installation would be eligible for Federal participation, since the proposition involves new installation rather than relocation or adjustment of existing facilities. The State's statutes do not appear to make provision for sharing the cost with, or reimbursing a public utility such as this, for initial facility installation.

It would be desirable, as you suggest, if the State could find some legal means to advance the necessary funds as a loan to the city. It is understood that this procedure is followed in at least one other State to encourage prior installation by utilities which are obligated to pay off such loan over a period of years.

RECEIVED
OCT 1 1957

FOR FILING
FORM E-80X-67,800-8-56-94028

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The sub-contract between G. E. Dennis & Sons and E. F. Jacobson & Son covering Items 45 to 55 inclusive on the S. W. 14th Avenue-Washington County Line Contract No. 4998, Oregon I-303 (17) is approved, and you may so inform the interested parties.

Tom Edwards
Construction Engineer

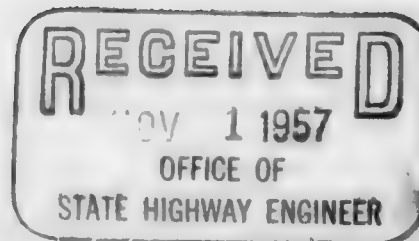
By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc Forrest Cooper ✓
C. G. Polk (2)

NOTED



RECEIVED
NOV 1 1957

FOR FILING

FORM E-50X-27,500-6-50-50000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 31, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The sub-contract between G. E. Dennis & Sons and J. C. Denton & Sons covering Item 42 of the S. W. 14th Avenue-Washington County Line Contract No. 4998, Oregon I-303 (17) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc Forrest Cooper
C. G. Polk (2)

RECEIVED
NOV 1 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 4 1957

FOR FILING

FORM 8-50X-27,500-2-55-28855

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 31, 1957

477

SUBJECT:

To: A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The sub-contract between G. E. Dennis & Sons and Perkins Bros. covering Items 2, 18 to 25 inclusive, 28 to 31 inclusive, 33 to 41 inclusive and 43 and 44 on the S. W. 14th Avenue-Washington County Line Contract No. 4998, Oregon I-303 (17) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Cooper ✓
C. G. Polk (2)

RECEIVED

NOV 1 1957

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1957

FOR FILING

08-35

4778

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-303(17)
SW 14th Ave.-Washington Co. Line
Order for State Force Work
Seeding and Mulching
Estimated total cost - \$9,000
Federal Funds - \$8,100

Dear Sir:

We are approving the use of State force as being in the public interest for the following reasons:

- (1) The contractor is neither properly equipped nor staffed to perform the work contemplated under the Order.
- (2) The State has trained men and specialized equipment to perform the work most economically.
- (3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

NOTED

Craig to Mr. Robert

RECEIVED
OCT 16 1957

FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

October 7, 1957

08-35
T. 312(17)
11/15

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-303(17), S.W. 14th Avenue-
Washington County Line - Price Agreement No. 2

Dear Sir:

Reference is made to previous correspondence concerning subject Price Agreement.

We have submitted the matter to the Regional office and have been advised as follows:

"It is our opinion that under the conditions as described in the data submitted, Federal funds are not eligible for participation in any of the costs of the sewer pipe installation. Our understanding is that Federal funds should not participate in any utility adjustments not necessitated by the construction of the highway project.

Since it appears that the height of the highway fill is probably responsible for the need for extra strength sewer pipe, there may be some justification for the city to expect participation in the additional cost required by this extra strength pipe. Since the city had apparently planned this sewer line for future construction, and if the State is therefore under legal obligation to absorb the additional cost required by the extra strength pipe, we believe Federal funds could participate in that cost.

Perhaps, if legally permissible, the State could finance the entire cost of this sewer pipe and then collect from the city when the sewer line is eventually completed and the assessments collected against the properties involved.

Since this particular situation is not quite similar to any encountered before in this Region, and involves a matter of policy, we are referring it to the Washington office for advice.

We have forwarded the plan sheets with the submission to the Washington office."

Distr: 1 to Edwards
1 to Probert

NOTED
FORREST COOPER

W. C. Williams - 2

October 7, 1957

When the Washington office ruling has been received, we will advise you further.

Very truly yours,


C. G. Polk
Division Engineer



RECEIVED
SEP 23 1957

FOR FILING

I-303(17)

4778

September 20, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 24, 233 covering seeding and mulching on the SE. 1/4 Ave.-Washington County line Section of the Portland-Salem Freeway in Multnomah County, Contract No. 1996, in connection with Federal Aid Project No. I-303(17).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do the work. The state has the special equipment operated by experienced crews to do the work more economically than by separate contract. Your approval of this order on agreed unit prices is requested.

The total amount of this order is \$9,000.00 with Federal participation of \$6,100.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encler

RECEIVED
OCT 3 1957

FOR FILING

F-30-(17)
4997

September 18, 1957

*W.L.W. Copy
to Show office
11-27-57
P.M.*

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Office Building
Salem, Oregon

Dear Sir:

We have had numerous and serious complaints attendant to our construction of the Baldock Freeway in the area approximating 55th Avenue. There is a considerable block of property, as shown on the attached map, which was previously served by South Pasadena Drive which led directly to Barber Boulevard. Inspection of this area reveals that the severing of South Pasadena Drive has resulted in circuitous travel for a considerable number of people, and it is our belief that this inconvenience could be reduced by constructing the previously unimproved portion of South Pasadena Drive from 55th Avenue to 61st Avenue. The estimated cost is \$25,000.

We request your concurrence in including this in a future contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Attachment
cc Mr. W. C. Williams
Mr. Tom Edwards

TE:AR hi

RECEIVED
SEP 12 1957

FOR FILING

T 3.3.11
4.11

September 12, 1957

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering relocating Portland General Electric Company facilities on the S. W. 14th Avenue-Washington County Line Section of the Portland-Salem Expressway in Multnomah County, Contract No. 1996, in connection with Federal Aid Project No. 1-303(17).

This work is necessary to clear construction. The obligation of the state to reimburse the company for moving eight poles is established by the attached copies of the letter of the Assistant Counsel. Copies of the company's estimate and photocasts of the sketch prepared by the company are also included.

Approval of this order under provisions of G.A.R.-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

B. H. Frisvold
Office Engineer

Encl.
DBP:or

RECEIVED
SEP 5 - 1957

FOR FILING

I-3-3(17)
4118

September 4, 1957

502
Mr. J. Myron Berggren
5755 S. W. Pasadena Drive
Portland 19, Oregon

Dear Sir:

Reference is made to your letter of August 22, 1957, written jointly with other residents of Del Rey Park, in which you express concern as to the type of access that will be provided during the coming winter season. I have had the matters which you brought up in your letter investigated in the field and wish to advise as follows:

1. An all-winter connection has been constructed from Pasadena to 55th Avenue. This has been graveled as of this date and we foresee that it will be hard-surfaced within two weeks. This will permit your going north-erly on 55th Avenue to Taylors Ferry Road and easterly on Taylors Ferry Road to its junction with Barbur Boulevard. Your present access to Barbur through 57th and Dickinson to 61st and onto Barbur at 62nd will remain unchanged.

2. Our engineers have reviewed the matter which you have brought up about filling in the low area between Pasadena and the Baldock Freeway and can see no reason for concern on your part. It is difficult to conceive how this work could have any adverse effect on the property owners in the vicinity. The area between Pasadena and the Baldock Freeway will be drained in a southeasterly direction; therefore, a water-storage area would not appear necessary. We do not believe that any area northerly of the Baldock Freeway will be subjected to an excessive amount of water by reason of any construction which we are doing.

3. I wish to call to your attention the fact that we are restricted by law as to the purposes for which highway funds can be spent, and improvements of local roads and streets are not eligible for such expenditures, except in cases of rerouting of an existing facility such as the connection between Pasadena and 55th and Alfred and 48th.

I wish to thank you people for your courteous letter and the opportunity to explain to you our plans in this area. I am sure that fire and police protection and the United States Mail delivery will readily adapt themselves to the new access to your area.

Very truly yours,

LHY:jc hi

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

August 22, 1957

Mr. W. C. Williams,
State Highway Engineer
Oregon Highway Department
Salem, Oregon

Re: Del Rey Park area which until this time has been associated
with Barbur Boulevard and is now isolated by the freeway.

PLEASE RETURN TO
FORREST COOPER

Dear Mr. Williams:

Access to our homes from town has been completely disrupted by work done on S. W. Pasadena Drive and S. W. 55th Avenue from Barbur Boulevard to Pasadena has been blocked. The work of improving S. W. 55th from Pasadena to Taylors Ferry Road, we are told, is running far behind schedule; leaving us the use of only S. W. 57th and Dickenson. Maps of the S. W. 57th and Dickenson junction indicate a far more favorable condition than actually exists. Actually this road is a farm lane and is unimproved. A portion of S. W. Dickenson was recently widened and paved by real estate promoters interested in the area. It is our understanding that these same promoters are now endeavoring to encourage the idea of continuing S. W. Pasadena from 57th to 61st. (This improvement to be done by the state) This idea does not sound feasible and would not gain the home owners in the area a reasonable solution, but would only open an additional area for real estate promotion.

We solicit from the Highway Department a prognosis to our condition. Does the Highway Department intend to continue to give us the use of S. W. Pasadena to Barbur Boulevard until the Salem freeway is completed, or does the Highway Department intend to finish the S. W. 55th to Taylors Ferry Road project before the winter season is upon us?

We would like to state our apprehension of the effect of grading now going on in the area that parallels the present Barbur Boulevard-Salem freeway junction, and its effect on drainage conditions. It is felt that by filling in a low area south of Pasadena between 55th and 57th, that a natural water storage area will be ~~destroyed~~, and that the area to the north and west of this section will be subjected to an excess amount of water during the winter months. May we suggest that consideration be given to tiling and paving the roads in this area.

Let us say in conclusion that our apprehension of the present condition is not born of a curious nature, but we are deeply concerned by disrupted fire and police protection, threatened discontinuance of U. S. Mail delivery, and the inconvenience to friends and relatives attempting to visit the area.

Page 2.

We sincerely hope that our faith in the good judgment of Highway Department officials has not been misplaced, and anxiously await your reply so we can be assured that proper conditions will be restored and we can continue our home owners pride.

Sincerely,

J. M. Berggren
5755 S.W. Pasadena

Mr & Mrs. G. Hugh Mc Clellan
10915 S.W. 57th

Mr. & Mrs. C. Elynn
10906 S.W. 57th

Mr & Mrs E. A. Thompson
10930 S.W. 57th

Mr. & Mrs. L. O. Rueff
5715 S.W. Pasadena St.

Mr. & Mrs. V. E. Berggren
5741 S.W. Pasadena Av.

RECEIVED
AUG 19 1957

FOR FILING

August 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering lowering 60" concrete pipe on the S. W. 14th Avenue-Washington County Line Section of the Portland-Salem Expressway in Multnomah County, Contract No. 4998, in connection with Federal Aid Project No. I-303(17).

It has been necessary to install perforated pipe to drain and stabilize foundation soils in the vicinity of Station 292. This drainage was led to the catch basin in this vicinity. To obtain sufficient fall for the perforated pipe, it was necessary to lower the outfall pipe from the catch basin for a distance of 30 feet.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
AUG 27 1957

FOR FILING

FORM 830-20M-2-57-1475

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 16th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Note is taken of Mr. DeSouza's letter of August 15th, of which you received a copy, concerning removal of Portland General Electric facilities from the area at the Capitol Hill crossing. The facts basically are these:

1. Portland General Electric occupies State right of way.
2. The permit, of course, requires removal of their facilities in case of reconstruction etc.
3. Use of the entire existing right of way is necessary for construction of the Capitol Hill undercrossing structure.
4. A detour is being provided.
5. It is necessary for the Portland General Electric to move their lines from the existing right of way to a detour area or some other area of their choosing.
6. They wish to return to their present position when the structure is complete.

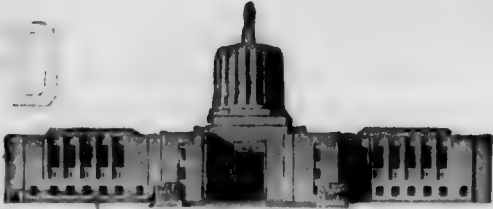
In view of these facts, it would seem to me that we have a perfect right to require the Portland General Electric to remove their lines during the construction period to some other area at their own expense. I am, therefore, not in accord with Mr. DeSouza's ruling.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

NOTED
FORREST COOPER

RECEIVED
AUG 16 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1957

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAYCHAS. H. REYNOLDS, MEMBER
LA GRANDEM. K. MCIVER, MEMBER
PORTLAND

I-303(17)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

4715

August 15, 1957

Portland General Electric Company
Electric Building
Portland 5, Oregon

Attention: Mr. T. A. Gavin

Re: Portland General Electric Company
Power Line Adjustment
S.W. 14th Avenue-Washington Co. Line
Multnomah County

Dear Sir:

Reference is made to our telephone conversation this afternoon relative to the adjustment of your power line on the above titled project, which matter was discussed with me this morning by Mr. L. H. Young, Assistant Construction Engineer.

The situation is rather unusual as a temporary moving of your power line will be necessitated for the temporary use of a detour road and then the line will be moved back to practically its existing location.

If the Highway Commission were requiring you to make one permanent move, it would be expected that this be done at your expense. However, it does not seem fair to require a multiplicity of moves on your part, and therefore the Highway Commission will reimburse you for the cost of making the first temporary move to an extent of not to exceed \$1,500, which is the amount you have estimated for the work. It will be expected that the final move to a permanent location be made at your expense.

I suppose that in order to comply with the Federal regulations, your estimates of cost and final billing should be submitted to Mr. Lowell Johnston, as set out in my prior letter to you of May 27, 1957.

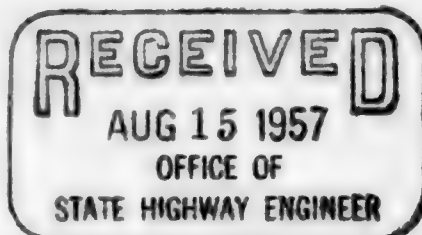
Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. G. Shelton
Mr. Lowell Johnston
Mr. F. W. Farrar

FORREST COOPER



RECEIVED
AUG 13 1957

FOR FILING

I - 303 (17)
FORM E-10X-32,800-8-57-1977

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 9th, 1957

SUBJECT:

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

A short time ago you mentioned the possibility that G. D. Dennis & Sons might be planning on presenting a claim in connection with their work on the S.W. 14th Avenue-Washington County Line Section of the Portland-Salem Expressway.

I discussed this matter with Dallas Dennis, who is in charge of this project. He indicated the difficulty they have had due to inability to get on to properties such as the Firestone property, the 26th Avenue project, and what he called the Dolph Court Line. This situation has delayed them quite a bit, and Dallas Dennis advised that they had to eliminate a double shift, and that these delays had practically eliminated any possibility of completing this project this fall.

Dennis and Sons have indicated that working conditions have been entirely satisfactory, and they have also indicated that they realize the delays that have occurred have in general been impossible for us to prevent. Dallas Dennis has indicated that they have no immediate plans for presenting any claim for these delays, and I understand that the presentation of a claim would be based on probably further delay of the nature mentioned above.

A. G. SKELTON
Division Engineer

AGS:w
cc: L. A. Johnston

CONSTRUCTION DIVISION

RECEIVED

AUG 13 1957

NOTED
AUG 13 1957

NOTED--☐☐☐☐☐
CE AEE AEL COL

RECEIVED

file

445 66-35

July 30, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-303(17)
14th Avenue-Washington County Line
Section, Portland-Salem Freeway -
Order for State Force Work dated
July 18, 1957, installation and
backfill of 24" concrete pipe in
drain tunnel, estimated cost \$1700.00

Dear Sir:

Reference is made to your letter dated July 23, 1957 concern-
ing subject order.

We are approving the use of State force as being in the public
interest in this case for the following reasons:

- (1) - The contractor is neither properly equipped nor
staffed to economically perform the work contem-
plated under the order.
- (2) The State has trained men and specialized equip-
ment to perform the work most economically.
- (3) The amount of work is too small to warrant a separate
contract.

Very truly yours,

C. G. FOLK
Division Engineer

Encl.

*Original to
Mr. Probert*

RECEIVED
JUL 25 1957

FOR FILING

July 23, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of
Order for Extra Work No. 1 covering the State's share of flagging
costs on the S.W. 14th Avenue-Washington County Line Section of the
Portland-Salem Expressway in Multnomah County, Contract No. 4998,
in connection with Federal Aid Project No. I-303(17).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DWP:ia

Encl.

RECEIVED
JUL 25 1957

FOR FILING

July 23, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 234 covering installation of 24" pipe in existing drainage tunnel and backfilling the tunnel on the 14th Avenue-Washington County Line Section of the Portland-Salem Expressway in Multnomah County, Contract No. 4998, in connection with Federal Aid Project No. I-303(17).

A timber lined drainage tunnel, in existence for several years, will be under a heavy fill at approximately Station 130, Bartur Blvd., and 146+50 Portland-Salem Expressway. It is necessary that the tunnel be eliminated. This is to be done by placing 24" concrete pipe through the tunnel and backfilling with suitable material.

The State has an experienced tunnel crew available in Division I to do this work much more economically than can be done by the contractor. Estimate of this work by the contractor is \$3,000.00.

Your approval of this order on force account basis, using State forces, is requested.

Very truly yours,

V. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DEP:ia

RECEIVED
JUL 11 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

FOR FILE

I-303 (12)



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 12, 1957

City of Portland
Bureau of Water Works
City Hall
Portland, Oregon

Attention: Mr. E. S. Manchester, Sr.
Hydraulic Engineer

Re: Water Line Adjustment
S.W. 14th Avenue
Washington County Line
R. H. Baldock Freeway
Multnomah County

Gentlemen:

On June 17, 1957, I wrote to you regarding removing of water line on the above titled project.

In your estimate of May 10, 1957, you included an item of \$11,000 as the cost of "Constructing a tunnel for the main to protect the highway from future cuts".

I now am advised that it has been mutually agreed to eliminate this item, and the purpose of this communication is to confirm the understanding which has been reached.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. A. G. Skelton
Mr. Lowell Johnston

NOTED
FORREST COOPER

RECEIVED
JUL 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1957

FOR FILING

I-312 (17)
4977

July 8, 1957

Agenda Item 5-n

Mr. Will Gibson, City Auditor
City of Portland
City Hall
1220 S. W. 5th Ave.
Portland, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 1875

Dear Sir:

As requested in your letter of June 11, 1957, we are sending you two fully executed copies of an agreement between the State Highway Commission and the City of Portland covering the construction and maintenance of the S. W. 14th Avenue-Washington County Line Unit of the Harbor Drive-Barbur Boulevard Section of the R. H. Baldeck Freeway in Multnomah County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

RM
Enc. 2

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

REFERRED TO

[Signature]
BY SECRETARY

OFFICE OF CITY AUDITOR



WILL GIBSON
CITY AUDITOR

CITY OF PORTLAND
OREGON

W. C. WILLIAMS

June 11, 1957

Mr. W. C. Williams, Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Please find enclosed triplicate copies of agreement between the City of Portland and the State of Oregon, by and through its State Highway Commission, defining and establishing the rights and duties of the parties as to the construction and maintenance of the S. W. 14th Avenue-Washington County Line Unit of the Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway, as authorized by Ordinance No. 105939, passed by the Council May 22, 1957, a copy of which is attached, to each copy of the agreement.

All copies of the agreement have been fully executed by the officials of the City of Portland and the City seal appears thereon. When these agreements have been fully executed by the proper officials of the Oregon State Highway Commission and the Oregon State seal affixed thereto, please return two completed copies to this office.

Yours very truly,

Will Gibson.

Auditor of the City of Portland

RC:js
Encl.



RECEIVED
JUL 18 1957

FOR FILING

July 3, 1957

G. D. Donald & Sons
7355 S. E. Johnson Creek Blvd
Portland 6, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your proposal for grading S. W. 14th Avenue-Washington County Line section of the Portland-Salem Expressway near Portland in Multnomah County for the sum of \$617,994.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4998.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd

cc - Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

RECEIVED
JUL 5 1957

FOR FILING

4990

July 3, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the S.W. 74th Ave.-Washington County Line Section of the Pacific Highway in Multnomah County, Project I-303(17), to G. D. Dennis & Sons of Portland, Oregon, on the basis of the bid of \$617,994.50 submitted on May 16, 1957.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
JUL 5 1957

FOR FILING

I-303(17)

4478

July 3, 1957

Office of the Solicitor
U. S. Dept. of Labor
307 Appraisers Bldg.
630 Sansome St.
San Francisco 11, Calif.

Attention: Mr. Kenneth C. Robertson
Regional Attorney

Gentlemen:

With further reference to Labor Decision No. 15,147 for Oregon F.A. Project I-303(17), which expires July 4, 1957, we are pleased to advise that we have been able to expedite the acquisition of right of way and have awarded the contract as of July 3, 1957.

Therefore, we will not need a new determination or extension as referred to in our recent correspondence, particularly your letter of June 28, 1957.

Your offer of assistance in this respect is much appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: C. G. Folk
Dist. Engr., NFR

VGO'N:ia

RECEIVED

JUL 1957

FOR FILING

OREGON DISTRICT

I-303(17)

4998

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 3, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-303(17), S. W. 14th Ave., Washington County Line Section of the Pacific Highway, we hereby concur as of this date in award of Contract No. 4998 to G. D. Dennis and Sons of Portland, Oregon, low bidder in the amount of \$617,994.50 at the May 16, 1957 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
Division Engineer

W. C. Williams

RECEIVED
JUL 2 1957

FOR FILING

I-303(17)

4908

DEPARTMENT OF LABOR

OFFICE OF THE SOLICITOR

~~WASHINGTON~~

Room 304, Appraisers Building
630 Sansome Street
San Francisco 11, California

June 28, 1957

Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Regarding your letter of June 26, 1957 requesting extension of Decision No. R-15,147 on Federal Aid Project I-303(17), for 30 days to meet a delay in the award of this contract, we wish to state that because of recent rate changes in the State of Oregon we feel that a new Form DB-11(a) should be submitted requesting a complete new determination on this project. We will expedite such form upon its receipt. Thus it will give you in actuality an extension of 90 days.

Very truly yours,

s/ Kenneth C. Robertson

Kenneth C. Robertson
Regional Attorney

enc. to Dept.
7-2-57

RECEIVED
JUN 27 1957

FOR FILING

I-303(17)
4498

June 26, 1957

Office of the Solicitor
U. S. Dept. of Labor
307 Appraisers Bldg.
630 Sansome St.
San Francisco 11, Calif.

Attention: Mr. Kenneth C. Robertson,
Regional Attorney

Gentlemen:

Regarding Oregon F.A. Project I-303(17), Labor Decision No. R 15,147, expires July 4, 1957. Although bids for this project were received May 16, 1957, we are not yet able to award the contract due to right of way acquisition difficulties.

We will appreciate having this Decision extended 30 days, which will give us ample time in which to award the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: C. G. Folk
Dist. Engr., EPA

VGO'N:ia

RECEIVED
JUN 26 1957

FOR FILING

1-303(11)
4995

June 25, 1957

Mr. L. G. Apperson
City Engineer
City Hall
Portland, Oregon

Dear Mr. Apperson:

Reply is made to your letter relating to problems of installation of sewers incidental to construction of the E. H. Bal-dock Freeway into the city of Portland. Examination of the plans indicates the construction of sewers falls into four classes as follows:

1. Relocation or preservation of existing sewers.
2. Proposed or planned sewers crossing in fills of over four feet in depth.
3. Proposed or planned sewers crossing in cuts or light fills.
4. Proposed or planned sewers crossing approach ramps.

We propose an equitable solution as follows:

1. All existing crossings will be replaced at the expense of the State Highway Commission.
2. Prior to the beginning of grading all installations in proposed areas of heavy fill will be made at the expense of the State Highway Commission.
3. All installations in cuts or light fills, which are proposed only and are not yet financed, shall be deferred until after the grading is complete. If prior to the start of the surfacing work these proposed crossings have been financed, installation should be made as a part of the over-all sewer project at the expense of the City.

Mr. L. G. Apperson - 2

June 25, 1957

4. Crossings of proposed entrance and exit ramps shall be financed by the City and installed at such time as the balance of the sewer project is under way.

There are 10 either existing or proposed crossings on the plan presented by you and numbered from 1 to 10 on your proposed plan. Under this plan installations 1 and 6 fall under class No. 2. Installations 2, 3, 4, and 7 fall under class No. 3. Installations 5, 8, and 9 fall under class No. 4 and installation 10 is beyond the present contract.

In addition to those listed, we find probable interference with existing sewers not listed at a point near 15th Street which falls under class No. 1 and at a point near 17th Street which falls under class No. 1 also. This latter consists of reconstructing a manhole.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:ar fn

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG
319 S W WASHINGTON ST.
PORTLAND 4, OREGON

May 7, 1957

Referred to L. Skelton
File 186. Date 5-22-57
Show Date 6-10-57

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department,
P. O. Box 4699,
Portland 2, Oregon.

Re: Capitol Highway Water District

Dear Mr. Skelton:

Construction plans for the S.W. 14th Ave.-Washington County Line Unit of the Portland-Salem Expressway were sent to this office early this month, for the purpose of determining at what points and to what extent the highway construction will interfere with the Capitol Highway Water District supply and distribution mains and other facilities.

The district has been attempting to plan for this work since February 8, 1954 when the district's attorney wrote the Highway Commission regarding it. The reply of February 11, 1954 from Mr. R. H. Baldock stated in part "... we will be most pleased to contact you promptly so that the matter of the assumption of cost of the moving of such facilities may be worked out well in advance of construction".

From time to time we have discussed the proposed construction with engineers from your office and have received preliminary plans for certain structures which were later revised. We have made preliminary rough verbal estimates as to the cost of moving the water facilities, but it was not until we received the above set of plans that detailed estimates could be prepared.

The water district has spent and is spending many thousands of dollars to construct mains which otherwise would not be needed for the present to by-pass the highway construction and maintain water service and fire protection for many users during periods when the main supply lines are out of service due to such construction. It is believed that it is just and reasonable to expect the Highway Department to assume some of the cost of moving certain facilities, particularly where the district would otherwise not replace or relocate mains.

After negotiations over a period of several years an agreement has been reached with the Division of Roads and Bridges of Multnomah County setting up a schedule of unit prices to be paid by the county to water districts for moving facilities on county roads where improvement is proposed. Using the above schedule, an estimate of cost of lowering or relocating facilities at the various intersections along the route of the expressway has been

prepared which shows the amount which it is believed should be assumed by the highway department.

S.W. 30th Ave. (Sheet No. 6)

Existing 2" galv. steel main must remain in service to serve users along Barbur Blvd. within the district boundary. Main must be lowered to clear excavation to sub-grade and for drainage structures.

Check for
grade

Lower 2" galv. pipe, 300 lin.ft. @ 0.60 per ft.

\$180.00 ✓

S.W. 35th Dr. & Taylors Ferry Rd. (Sheet No. 6)

Existing 12" C.I. main is the supply line to the district reservoirs and pumping stations and appears to be located in a fill area and clear of the construction grade. A fire hydrant and four gate valves must be relocated to keep them out of highway pavement section.

Relocate fire hydrant, 1 unit @ 50.00 ea.

labor @ 50.00

Relocate valves:

Estimated labor

\$200.00

3 - 12" MJ sleeve @ 45.00 ea.

135.00

1 - 4" MJ plug @ 4.00 ea.

4.00

1 - 6" MJ plug @ 5.00 ea.

5.00

30 ft. - 12" C.I. pipe @ 5.00 per ft.

150.00 494.00 \$544.00 ✓

S.W. Evelyn St. (Sheet No. 7)

The district will lose the use of a section of the existing 2" galv. steel main for service and circulation purposes.

Calc. & Cap.

Relocate 2" galv. pipe, 1000 lin.ft. @ 1.20 per ft.

\$1,200.00 ✓

S.W. Wilbard St. (Sheet No. 7-A)

A portion of the existing 2" galv. steel main must be lowered to clear new construction.

check
for grade

Lower 2" galv. pipe, 300 lin.ft. @ 0.60 per ft.

\$ 180.00 ✓

S.W. Huber St. (Sheet No. 7-A)

Same as for Wilbard St.

check
for grade

Lower 2" galv. pipe, 400 lin.ft. @ 0.60 per ft.

\$ 240.00 ✓

S.W. Capitol Highway & Barbur Blvd. (Sheet No. 8)

A section of the existing 6" steel main which supplies the district's high reservoirs must be relocated to permit construction of the undercrossing structure.

The district proposes to construct a new main by-passing the structure. This replacement would not have been done were it not for the highway construction.

Relocate minimum
(No)

Relocate 6" steel pipe, 600 lin.ft. @ 2.00 per ft.

\$1,200.00

S.W. 48th Ave. - 45th Dr. (Sheet No. 9)

The existing 4" steel main provides both service to users and circulation for the system. The highway section at this point will be in about a 25 ft. cut. The main must be removed and reinstalled or arrangements made to relocate it.

OK OK

Relocate 4" steel main, 350 lin.ft. @ 1.50 per ft.

\$ 525.00

S.W. Alfred St. (Sheet No. 9)

The existing 8" C.I. main is the major supply line to the entire northwest section of the district. The highway section at this point is in about a 25 ft. cut, and the main must be removed, the highway excavation completed, and the main reinstalled. The district has installed a temporary 6" main on Taylor's Ferry Rd. which will carry a limited amount of water when the 8" main is out of service, but water service and fire protection to several hundred users will be seriously deficient during that period. It is urgent that this portion of the work be expedited all possible.

OK OK

Remove and reinstall 8" C.I. pipe, 400 lin.ft. @ 2.40/ft. \$

960.00

S.W. 55th Ave. & Pasadena Dr. (Sheet No. 11)

It will be necessary to relocate a pressure regulator installed in a reinforced concrete chamber as its present location is within the proposed highway south bound lane. As this unit regulates pressure for a large area lying at a lower elevation to the west, it must be kept in service to avoid serious damage to household plumbing and to maintain fire protection. It is proposed to construct a new chamber below the intersection and move the regulator valves and fittings as a unit, which would involve a shut-down of the main and possible extra-time labor.

Relocate regulator unit:

Excavation and backfill

Concrete in place, 4 c.y. @ 50.00 per c.y.

Reinf. steel in place, 400 lb. @ 0.15 per lb.

C.I. manhole ring and cover

4" C.I. pipe and couplings

Labor moving regulator

\$100.00

200.00

60.00

50.00

35.00

275.00

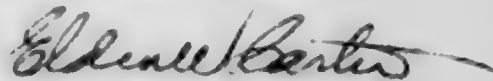
\$ 720.00

OK OK

Total Estimated Cost of moving facilities chargeable
to Oregon State Highway Department - - - - - \$5,749.00

An early approval and authorization to proceed on the work
will expedite all the construction involved. Without such auth-
orization the district will be unable to proceed as its funds
are insufficient to complete the work.

Very truly yours,



Elden W. Carter, Engineer
Capitol Highway Water District

✓ In dupl.
cc- Capitol Highway
Water District.

RECEIVED
JUN 25 1957

FOR FILING

4998

June 24, 1957

Oregon State Highway Commission

Gentlemen:

In connection with the construction of the S. W. 14th Avenue-Washington County Line Unit of the E. H. Baldock Freeway, it has been necessary to work out an agreement with the officials of the City of Portland covering the various features, such as street closures, off- and on-ramps, intersections, et cetera.

This agreement has been prepared, and approval of the proper officials of the City of Portland has been secured. In order to complete the matter it will be necessary for the Highway Commission to execute the agreement, and it is my recommendation that you approve and sign these documents, which will be presented to you at the next meeting, which is scheduled for June 27-28.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Clarence G. Swenson

PC:me fn

COMMISSIONERS
 BEN R. CHANDLER, CHAIRMAN
 COOS BAY
 CHAS. H. REYNOLDS, MEMBER
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND
 H. B. GLAISYER
 SECRETARY

RECEIVED
 JUL 8 1957

FOR FILING

7-202 (17)



STATE OF OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM

W. C. WILLIAMS
 STATE HIGHWAY ENGINEER
 FORREST COOPER
 DEPUTY STATE HWY. ENGR.
 C. W. ENFIELD
 CHIEF COUNSEL

June 27th, 1957

Mr. Elden W. Carter, Engineer
 Capitol Highway Water District
 319 S. W. Washington Street
 Portland 4, Oregon

Dear Mr. Carter:

Your letter of May 27th re the estimate of cost of removing and rearranging the facilities of the Capitol Highway Water District has been forwarded to this office. We have examined carefully the proposals advanced in your letter. These proposals appear reasonable except for specific instances which will be discussed below. The policy of the State Highway Commission in regard to these water facility adjustments can be summed up as follows:

1. The Commission will reimburse water districts for the work necessary to make such adjustments, and only such adjustments, as are necessary to maintain service.
2. Reimbursement will be made at actual cost based on detailed billing.

Based on the above policy and unless there is further information not contained in your letter, it would appear that Item 3 could be eliminated merely by cutting and capping the pipe on each side of the excavation. Our Utilities Liaison Engineer, Curtis H. Baker, will discuss this with you on the ground.

Further, with respect to Item 6, revisions of the S. W. Capitol Highway and Barbur Boulevard installation, we call your attention to the fact that this occupies state-owned right of way under the terms of Permit 963, issued under date of October 13th, 1937, which requires that the District remove the installation in case of necessary reconstruction of the highway. In this regard, it would appear just that you meet with Mr. Baker and work out a route of a permanent installation which could be installed at the Water District's expense.

Other than the two last mentioned items, the Department will reimburse you at cost for the necessary minimum revisions to clear the

NOTED
 FORREST COOPER

Elden W. Carter - 2
6/27/57

construction area. Please consider this letter as your authority to proceed immediately with said revisions and bill us at an early date upon completion of the work.

Very truly yours,

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper
A. G. Skelton



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 21, 1957

SUBJECT: Capitol Highway Water District
Water Line AdjustmentsTo: Mr. L. H. Young
Ass't Construction Engineer
OfficeS. W. 14th Avenue-Washington Co. Line
R. H. Baldock Freeway
Multnomah County

L

After considerable investigation, I have come to the conclusion that the State should not be liable for the payment of any part of these adjustments. However, in view of the fact that the water district could hold up our contractor, and cause much trouble to all concerned, it might be wise to pay the water district a portion of their costs. The maximum that I could see paying them would be the following, based on Mr. Carter's letter:

S. W. 30th Avenue: Lower 2-inch galvanized main, 300 feet at \$0.60 = \$180. This is on a county road.

S. W. 35th Drive and Taylors Ferry Road: Relocate hydrant and valves, \$250. This is on county roads. Mr. Carter wanted \$544 for this adjustment, of which \$294 was for permanent materials.

S. W. Evelyn Street: Cut and cap 2-inch galvanized pipe in two places, \$20. Mr. Carter wants to pay for the loss of use of 1,000 feet of 2-inch pipe which should be abandoned. We should allow them to salvage the abandoned pipe at their own expense. There are no services remaining on this section since the State purchased all the property on both sides. This is a dedicated street not maintained by the county.

S. W. Wilbard Street: Lower 2-inch galvanized main, 300 feet at \$0.60 = \$180. This is on a dedicated street not maintained by the county.

S. W. Huber Street: Lower 2-inch galvanized main, 400 feet at \$0.60 = \$240. This is on a dedicated street not maintained by the County.

S. W. Capitol Highway and Barbur Boulevard: None. The water district holds State Permit 963 dated October 13, 1937 for the portion of this line that will be removed for the structure, and I cannot see setting a precedent by paying them for bypassing this area. Mr. Carter wants \$1,200 to help pay for a bypass line which will cross the freeway about 300 feet east of Capitol Highway, and then go along the south side of the freeway. The existing pipe will be cut and capped, and remain in service except for the short portion removed for the structure.

L. H. Young

- 2 -

June 21, 1957

S. W. 48th Avenue-45th Drive: Remove and reinstall, after grading, 4-inch steel main, 350 feet at \$1.50 = \$525. This is on a county road.

S. W. Alfred Street: Remove and reinstall, after grading, 8-inch cast iron main, 400 feet at \$2.40 = \$960. This is on a dedicated street not maintained by the county.

S. W. 55th Avenue and Pasadena Drive: Relocate pressure regulator: labor and equipment rentals - \$375. Mr. Carter wants \$720 for this work, of which \$345 is for permanent materials.

Total maximum allowable: \$2,730.

About two years ago, Multnomah County reconstructed a dedicated street, acting on a petition by the affected property owners, and in the process had to move a water main. The water district refused to move the main at their own expense, and the county moved it and sent the water district a bill for same. It ended up in court, with a ruling that the people who were affected by the reconstruction of a dedicated street, and not the water district in general, must pay for the adjustment. The county does issue permits for utilities on dedicated streets, but there was not one issued for this line.

On October 15, 1946, during a major reconstruction and expansion of the Capitol Highway Water District, application was made to Multnomah County for a permit to cover all the lines owned by the district. The clerk in the County Road Department could find no record of any such permit having been issued, however. It appears that all their lines except those on State property are on public roads without permit.

Curtis H. Baker

Curtis H. Baker
Utilities Liaison Engineer

CHB:jc

RECEIVED
APR 21 1957

WILLIAM A. BOWES
FOR FILING

DEPARTMENT OF PUBLIC WORKS



G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER
L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

April 15, 1957

Mr. Forest Cooper
Deputy State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to your letter of February 27th, in which you requested additional information in sufficient detail pertaining to the construction of storm and sanitary sewers along the proposed route of the Baldock Freeway in the City of Portland.

The enclosed informal plans and profiles indicate the necessary revisions and the requested sewer construction by the State Highway Department of that portion of the S.W. Taylors Ferry Road Storm and Sanitary Sewer System prior to the construction of the Baldock Expressway.

As stated in our letter of February 14th, this construction is necessitated by the high fills and extensive grading required for the proposed expressway. It would not be economically possible for the property owners to construct future sewers under these fills, and due to dangerous sanitary conditions in this area, the lack of sewers would create a critical health situation.

A total cost of approximately \$25,000 is estimated for this sewer construction.

If there is further information desired, please contact this office at your earliest convenience as time is of the utmost importance.

Yours very truly,

L. G. Apperson

L. G. APPERSON
City Engineer

Dow
WTM:bc
Encl.

Handwritten notes:
These are copies of
the original
plans and profiles

Handwritten notes:
Copy of all correspondence
to be forwarded 4-18-57

RECEIVED
APR 18 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 28 1957

FOR FILING

February 27, 1957

Mr. L. G. Apperson
City Engineer
Portland, Oregon

Dear Sir:

Referring to your letter of February 14, 1957 which has to do with the construction of storm and sanitary sewers along the route of the Baldock Freeway in the city of Portland, I wish to advise that no intelligent determination can be made in this matter from the meager information in your letter. If you will furnish a set of plans in sufficient detail for us to know what is involved in the way of facilities and cost, the request will be considered and we will give you our thinking at a later date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

February 25, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

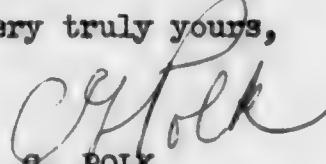
Dear Sir:

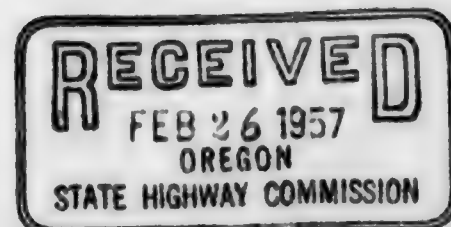
Reference is made to Mr. Cooper's February 21, 1957 letter relative to eligibility of Federal funds in storm and sanitary sewer system construction on the right-of-way of the Baldock Freeway between 14th and 35th Avenues in Portland.

If the work involves only crossings of the highway and if the work is included in a definite yearly program of the city, we believe the work may be eligible. Before making any commitments however, we will need a set of the plans as prepared by the city and a statement from them that the work has been programmed for some specific year.

In connection with this problem please advise whether this proposal was mentioned at the time the city advised that a public hearing would not be necessary prior to highway construction.

Very truly yours,


C. G. POLK
District Engineer



February 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The City of Portland is contemplating some storm and sanitary sewers in the area which will be occupied by the Baldock Expressway between 14th Avenue and 35th Avenue. Apparently it is not ready at this time to proceed with the work; however, it has requested that we "construct the sewers under the Expressway as a part of the project cost".

May I have your reaction as to participation in this item by the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

February 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The City of Portland is contemplating some storm and sanitary sewers in the area which will be occupied by the Baldock Expressway between 14th Avenue and 35th Avenue. Apparently it is not ready at this time to proceed with the work; however, it has requested that we "construct the sewers under the Expressway as a part of the project cost".

May I have your reaction as to participation in this item by the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS



G. J. LINDBLADT
ASSISTANT TO COMMISSIONER
L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

Cooper

February 14, 1957

W. C. Williams
Oregon State Highway Department
Salem, Oregon

Dear Sir:

As you know the City, in the immediate future, intends to construct a storm and sanitary sewer system in the S.W. Taylors Ferry Road district bounded by S.W. 14th Ave. and S.W. 35th Ave. and S.W. Taylors Ferry Road and S.W. Multnomah Blvd. During this year, we understand your department plans to start construction of the West Portland Expressway through the above district.

This freeway will cut the lower part of our sewer system in half making it impractical to construct sewers under this highway when the property owners request them. The reasons for this are the following:

- (1) The State Highway Department would not desire the cutting of this new expressway and
- (2) Tunneling would make it economically unfeasible for such a small area to absorb such cost.

Therefore, due to the inability of the property owners to pay such a cost for construction of these sewers, it is recommended that all the proposed sewers be placed under the expressway to the grades established by the City Engineer's Office. The cost of this construction should be included in your contract for the construction of the West Portland Expressway.

I assume you have a map showing the proposed improvements. However, if you do not we will furnish your department one upon request.

Yours very truly,

L. G. Apperson
L. G. APPERSON
City Engineer

Dew
RV:bc



RECEIVED
JUN 17 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 17, 1957

City of Portland
Bureau of Water Works
City Hall
Portland, Oregon

Attention: Mr. R. S. Manchester, Sr.
Hydraulic Engineer

Re: Water Line Adjustment
S.W. 14th Avenue-Washington Co. Line
R. R. Baldock Freeway
Multnomah County

Gentlemen:

Bids on the above titled project were received on May 16, 1957, and it appears that a water line owned by the City of Portland must be adjusted in order to accommodate the highway construction.

Paragraph 3, under the title "THINGS TO BE DONE BY CITY," in the proposed agreement with the Highway Commission reads as follows:

"City shall relocate or reconstruct, or cause to be relocated or reconstructed, all city-owned water, sewer, gas, electric, telephone, telegraph, or other utility conduits, lines, poles, mains, pipes, and facilities of every kind and nature required to be relocated or reconstructed to conform to the proposed plans and ultimate requirements of that portion of the project over which the state highway is routed. So that it may be reimbursed for such costs City shall submit to State (3) copies of an itemized statement showing the costs and disbursements made, but City shall not charge State for the costs of any new water or sewer lines, meters, hydrants, valves, pipes, mains, conduits, or other utility facilities."

Under date of May 10, 1957, Mr. R. S. Manchester, Sr., Hydraulic Engineer, gave an estimate of \$21,000.00 for the cost of the work, and it is requested that you proceed with the work in order to avoid delays to the construction.

Further detailed information regarding the necessary adjustments may be obtained from Mr. Lowell Johnston, Resident Engineer, whose headquarters are at our Division Office on McLoughlin Boulevard, and whose address is Box 4699, Sellwood Station, Portland, Oregon.

NOTED
FORREST COOPER

RECEIVED
JUN 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER
PORTLAND, OREGON

City of Portland

-2-

June 17, 1957

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, triplicate copies detailing the cost should be submitted to Mr. Johnston. This billing should be broken down to show separate amounts for labor, materials, equipment rentals and deductions for salvage and depreciation.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. Lowell Johnston



RECEIVED
JUN 11 1957

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAYCHAS. H. REYNOLDS, MEMBER
LA GRANDEM. K. McIVER, MEMBER
PORTLANDSTATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 12, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, OregonRe: Pacific Telephone and Telegraph Co.
Telephone Line Adjustment
S.W. 14th Avenue-Washington Co. Line
Portland-Salem Expressway
Multnomah County

Gentlemen:

Bids on the above titled project were received on May 16, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway improvement.

It appears that all of these facilities are on public highway right of way by a permit either from the State or from Multnomah County, so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details may be secured from Mr. Lowell Johnston, whose headquarters are at our Division Office on McLoughlin Boulevard, and whose address is Box 4699, Sellwood Station, Portland.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. Lowell Johnston

NOTED

RECEIVED
JUN 7 1957

FOR FILING

T-303 (12)
4978

Salem, Oregon
~~May 23, 1957~~
June 3, 1957

MISC. CONTRACTS and
AGREEMENTS No. 1156

Mr. C. E. Swenson
City & County Relations Dept.
Office

Throughway Agreement
SW 14th Ave.-Washington Co. Line
Portland-Salem Expressway
Multnomah County

Attention: Mr. Robert H. Prange
Office Engr., County & City Relations

Attached hereto is a conformed copy of a throughway agreement with Multnomah County covering the SW 14th Ave.- Washington County Line Section of the Portland-Salem Expressway in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Enc.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 14, 1957

SUBJECT: Throughway Agreement
SW 14th Ave.-Washington Co. Line
Portland-Salem Expressway
Multnomah County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a throughway agreement covering S.W. 14th Avenue-Washington County Line Unit, Harbor Drive-Barbur Boulevard Section of the Portland-Salem Expressway in Multnomah County.

Two copies of the agreement have been signed by the Multnomah County Board of Commissioners and after having received your signature of approval may be presented to the Highway Commission.

Robert H. Prange
Robert H. Prange

Office Engr., County & City Relations

RHP:mm
Att.

APPROVED
G. S. Paxson
ASST. STATE HIGHWAY ENGINEER
Date May 15, 1957



AUTHORIZED BY HIGHWAY COMMISSION

DATE

May 16, 1957
Bids to be received on this project May 16, 1957
My Slamm
Secretary

RECEIVED
MAY 27 1957

COMMISSIONERS
 BEN R. CHANDLER, CHAIRMAN
 COOS BAY
 CHAS. H. REYNOLDS, MEMBER
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND

FOR FILING

I-303 (17)



STATE OF OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM

May 27, 1957

Portland General Electric Company
 Electric Building
 Portland 5, Oregon

Re: Portland General Electric Company
 Power Line Adjustment
S.W. 14th Avenue-Washington Co. Line
 Multnomah County

Gentlemen:

Bids on the above titled project were received on May 16, 1957 and it appears that certain of your facilities, involving the moving of poles, must be adjusted in order to accommodate the highway construction throughout the project.

A number of these poles and facilities have been on public property by franchise or permit from the City of Portland, Multnomah County, or the State Highway Commission, according to the location of the particular facility. It, therefore, will be your obligation to make such adjustments as are necessary at your own expense.

However, between Highway Engineer's Stations 255 and 270 there are 8 poles of your transmission line located on the southeasterly side of the old Oregon Electric Railroad Company. It seems that these poles were located under permit granted by Oregon Electric Railway Company to Portland Railway Light and Power Company dated April 29, 1911, and covering a period of 75 years. The State now is the owner of the rights of Oregon Electric Railway Company, but it is doubtful that under paragraph III of the permit the State Highway Commission would be in a valid position to require the moving of these facilities at your cost. The State Highway Commission, therefore, will compensate you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work with deduction for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it will be necessary that you give us an estimate of the moving costs of the 8 poles between Highway Engineer's Stations 255 and 270. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. This

NOTED

FORREST COOPER

Portland General Electric Company -2-

May 27, 1957

estimate, together with your final billing of the work, should be submitted to Mr. Lowell Johnston, Resident Engineer, whose headquarters are at our Division Headquarters on McGlaughlin Boulevard.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. Lowell Johnston
Mr. F. W. Farrar



RECEIVED
MAY 22 1957

COMMISSIONER
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. E. MCIVER, MEMBER
PORTLAND

FOR FILING

I-303(17)

4998



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 21, 1957

Portland Gas and Coke Company
Public Service Building
Portland 4, Oregon

Re: Portland Gas and Coke Company
Gas Line Adjustments
S.W. 14th Ave.-Washington Co. Line
R. H. Baldock Freeway
Multnomah County

Gentlemen:

Bids on the above titled project were received on May 16, 1957 and it appears that some of your existing facilities must be adjusted in order to accommodate the highway construction. The adjustment of these facilities involves the relocation or replacement of a large number of distribution mains of various sizes throughout the length of the project.

It appears that these facilities are located on public property by agreement with the State Highway Department, Multnomah County, or the City of Portland, according to the location of the particular facility, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. Lowell Johnston, P.O. Box 4699, Portland, who is Resident Engineer on the project, and has his headquarters at our Portland Division Office.

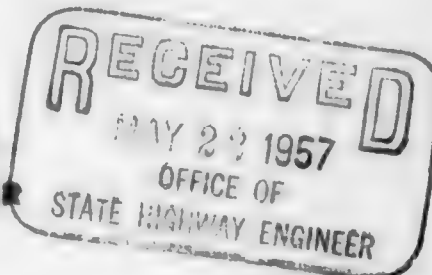
Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:JH

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. Lowell Johnston

NOTED
FORREST COOPER



RECEIVED
MAY 21 1957

FOR FILING

FORM 8-90X-87,000-2-57-1477

I-303 (12)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21st, 1957

4998

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Please be advised that the bid of G. D. Dennis & Sons will be accepted on the S. W. 14th Avenue-Washington County Line Section of the Portland-Salem Expressway. Mr. Dennis wants to start immediately in the area between Barbur Boulevard and the south end of the project. The Right of Way Engineer is preparing a map which he will forward to you showing what properties are free for entry.

Please immediately upon receipt of the map start staking the right of way and permit construction to start on the properties which are marked free for entry.

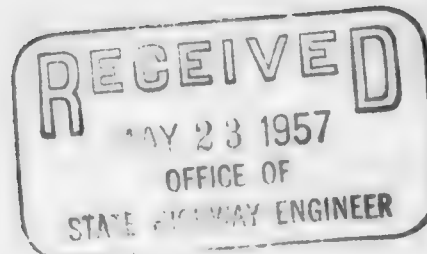
Tom Edwards

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper
R. L. Porter

NOTED
FORREST COOPER



RECEIVED
MAY 21 1957

FOR FILING

T-303 (17)

4997

May 20, 1957

G. D. Dennis & Sons
7355 S. E. Johnson Creek Blvd.
Portland 6, Oregon

Gentlemen:

The State Highway Commission on May 16, 1957 accepted your bid in the amount of \$617,994.50 for grading the S. W. 14th Ave. -Washington County Line Section of the Portland-Salem Expressway in Multnomah County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cjd
cc - Tom Edwards
S. H. Probert
H. G. Savage, SIAC

RECEIVED
MAY 8 - 1957

FOR FILING

I-303-10

May 7, 1957

Mr. Paul Northrop
Multnomah County Roadmaster
2115 S. E. Morrison
Portland 15, Oregon

Dear Sir:

It has been reported to me by our County and City Relations people that you are reluctant to recommend to the Board of County Commissioners that it approve the agreement covering the construction of the S. W. 14th Avenue-Washington County Line Unit of the Baldeck Freeway without assurance from me that the Barbur Boulevard Interchange near 26th Avenue will ultimately be incorporated in the work. The purpose of this letter is to give you this assurance.

I might tell you that the reason that all of this construction was not included in the present contract was the fact that it has been almost impossible to get all of the divergent factions in accord on all of the necessary elements of the location and design. Clearances must be had with the Bureau of Public Roads, the City of Portland, and Multnomah County, and, in addition, all of the details of design and acquisition of right of way must be attended to. We have been attempting for several months to get all of these matters resolved so that bids could be asked. In order to do this, it was necessary to eliminate part of the work at Barbur Boulevard, as it is just not possible to get the right of way and design cleared in time. In order to get the benefit of the 1957 construction, it was determined that some corners would have to be cut, and the 26th Avenue interchange at Barbur Boulevard was one of the corners.

I give you this explanation so that you will have some idea of the magnitude of the problem confronting the Highway Department and to ask for your continued cooperation.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Clarence Swenson

FC:me fn

RECEIVED
MAY 2 - 1957

FOR FILING

I-305 (17)

4976

May 1st, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

You will recall on the S. W. 14th Avenue-Washington County Line Unit of the Harbor Drive-Washington County Line Section that we submitted to you alternate plans 1 and 2. Plan 1 incorporated the original intent of the Department with respect to construction of this section of the Baldock Freeway.

In preliminary negotiations with Multnomah County regarding street closures they advanced an alternate Plan 2. Plan 2 was cheaper than Plan 1 in that it provided for elimination of structures on the Baldock Freeway at 30th Avenue and Taylor's Ferry Road.

We attach hereto a sheet showing the estimated savings in costs of Plan 2 over Plan 1 based on detail plans now available for items on Plan 2 and based on comparison with detail plans for items eliminated under Plan 1. We request that the entire Plan 2 be approved for construction under F.A.I. funds.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

TE:AR

Encl.

S.W. 14th Ave.-Wash. Co. Line Unit
Harbor Drive-Wash. Co. Line
Portland-Salem Expressway

Comparison of Savings

Items Eliminated by Substitution of Plan 2:

Excavation	112,500 Cu. Yd. at \$0.55	\$ 62,000
Short Overhaul	411,400 Yd. Sta. at \$0.02	8,228
Long Overhaul	3,640 C-Yd. Sta. at \$0.40	1,456

Above made possible by lowering grade of Taylor's Ferry Road by elimination of structure.

Eliminate Structures:

26th Avenue	\$146,000
30th Avenue	146,000
Taylor's Ferry Road	371,000

Eliminate Street Work:

26th Avenue	12,000
30th Avenue	12,000
Taylor's Ferry Road	22,000

Eliminate Miscellaneous Items:

Retaining Wall at 30th Avenue	9,000
Grade Change and R/W Damage at 30th Avenue	25,000
Haul Road Shoofly at Capitol Highway Crossing	25,000

Total Eliminated Items \$839,684

Items Increased or Additional by Substitution of Plan 2:

Structure Near 26th (Expressway)	\$161,000
Structure Near 26th (Barbur)	101,000
Construction of Huber Drive (Paving and drainage only. Extra excavation deducted from overall excavation sav- ings on Page 1).	32,000
R/W for Interchange 26th and Barbur	364,000
Detour at 26th & Barbur for Construction of Bridge	15,500
Construction of Legs 26th and Barbur	<u>15,000</u>
	\$718,500
Total Savings	\$121,184

File **RECEIVED**
JUL 10 1957

DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

DIVISION EIGHT

FOR FILING

OREGON DISTRICT

T-303(17)

4998

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

May 1, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-303(17), S. W. 14th Avenue-Washington County Line Section of the Portland-Salem Expressway. This is to authorize your advertising for bids.

*Interchange
later approved
for Interstate
Funds and
made a part
of Proj. I-303(17)*

The design of this project is predicated upon future construction of an interchange on Barbur Boulevard between S. W. 26th and S. W. 30th Avenues, for which program approval has not yet been formally requested. Our approval of Project I-303(17), then, must necessarily be conditioned upon agreement on your part to finance construction of the interchange with other than Interstate funds in event the latter project is determined to be ineligible for Interstate financing.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please forward the usual copies of an encroachment resolution by the Portland City Council to cover this project.

Very truly yours,

C. G. Folk
C. G. FOLK
District Engineer

File

RECEIVED
MAY 1 - 1957

FOR FILING

I-303 (17)
4298

Salem, Oregon
April 24, 1957

Mr. Virgil O'Neil
Assistant Office Engineer
Building

14th Ave.-Washington Co. Line Unit
Harbor Dr.-Washington Co. Line Sec.
R. H. Baldock Freeway

It is requested that you add \$9,000 to the authorization for the subject job to cover 33 acres of seeding, refertilization and mulching to control erosion.

It is anticipated that the work will be accomplished by state forces using mechanized seeding and mulching equipment under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. H. Astrup

RECEIVED
MAR 2 1957

FOR FILING

1-2-57
4772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 22nd, 1957

SUBJECT:

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

I attach hereto a 1" = 400' map showing a proposed layout of the Baldock Freeway from S. W. 14th Street to the Washington County Line. An agreement should be concluded with Multnomah County and with the City of Portland based on the following:

Things to be done by the State:

1. Construct the Baldock Freeway from approximately S. W. 11th to its junction with the completed section near the Washington County Line.
2. Construct a bridge near S. W. Hume Court carrying northbound traffic of Multnomah Boulevard under the Baldock Freeway and thence entering the Baldock Freeway near S. W. 12th Avenue, and construct an off ramp taking westbound traffic off the Baldock Freeway near S. W. Falcon Drive and thence entering Multnomah Boulevard.
3. Construct an off ramp carrying northbound traffic from the Baldock Freeway to Canby Street.
4. Construct a revised alignment of Multnomah Boulevard from S. W. 17th Avenue to S. W. 19th Avenue following, in general, along the line of S. W. Hume Street.
5. Construct bridges carrying S. W. 19th Avenue over Multnomah Boulevard and over the Baldock Freeway.
6. Construct a bridge carrying S. W. Spring Garden Road over the Baldock Freeway.
7. Construct an off ramp for southbound traffic leaving the Baldock Freeway in the vicinity of S. W. Spring Garden and connecting to the existing Barbur Boulevard at S. W. 24th.
8. Construct a frontal road connecting S. W. 20th Avenue and S. W. 21st Avenue on the westerly side of the Baldock Freeway.

NOTED
G. S. PAXSON

G. S. Paxson - 2
3/22/57

9. Construct an on ramp carrying traffic from the vicinity of S. W. 20th and Spring Garden and entering the Baldock Freeway northbound between S. W. 22nd and S. W. 23rd.

10. Construct and surface S. W. 22nd Avenue, S. W. 23rd Avenue and S. W. Dolph Court to permit complete ingress and egress from S. W. Spring Garden.

11. Construct a bridge carrying S. W. 26th Avenue under the Baldock Freeway.

12. Construct a structure carrying an extension of S. W. 26th Avenue under Barbur Boulevard.

13. Construct on and off ramps from Barbur Boulevard utilizing S. W. 26th Avenue, S. W. 30th Avenue on the west and using S. W. 26th Avenue and a new route on the easterly side of Barbur Boulevard to provide full interchange between Barbur Boulevard and the extension of S. W. 26th Avenue.

14. Construct an off ramp carrying northbound traffic from the Baldock Freeway in the vicinity of S. W. Lucille Avenue to S. W. Taylor's Ferry Road at a point northerly of S. W. 35th Drive.

15. Construct an extension of S. W. 36th Drive to an at grade intersection with S. W. Taylor's Ferry Road.

16. Construct a structure carrying the Baldock Freeway under S. W. Capitol Highway and S. W. Barbur Boulevard.

17. Provide an off ramp leaving the Baldock Freeway in the vicinity of S. W. 41st Avenue and connecting to S. W. Taylor's Ferry Road. Provide an on ramp leaving S. W. Barbur Boulevard and entering the Baldock Freeway southbound near S. W. 45th Avenue. Provide an on ramp carrying traffic from S. W. Capitol Highway southerly of Huber Drive and entering the Baldock Freeway northbound near S. W. 41st Avenue.

18. Construct S. W. Huber Drive from S. W. 35th Drive to Capitol Highway. Provide a 20-foot oiled surface with 4-foot shoulders and drainage ditches on both sides.

19. Construct a 20-foot oiled surface with 4-foot shoulders and drain ditches on S. W. 37th Avenue, S. W. Wilbard Street and S. W. 40th Avenue and between S. W. Wilbard and S. W. Huber Drive.

20. Construct a frontal road from S. W. 48th Avenue to S. W. Alfred Avenue and thence on S. W. Alfred to S. W. 53rd Avenue. This frontal road shall have a 20-foot asphaltic concrete surface with 4-foot shoulders and drainage ditches each side.

21. Construct an access road from S. W. Pasadena Drive northerly along S. W. 55th Avenue to a point northerly of S. W. Dickenson. This access road shall have a 20-foot oiled surface, 4-foot shoulders and drain ditches each side.

G. S. Paxson - 3
3/22/57

22. Construct an off ramp from the Baldock Freeway in the vicinity of S. W. 58th Avenue and connecting to S. W. Barbur Boulevard near S. W. 63rd.

23. Construct an on ramp from S. W. Barbur Boulevard near the Washington County Line crossing over the Baldock Freeway at S. W. 62nd Avenue, under Barbur Boulevard near S. W. 60th Avenue and connecting to the Baldock Freeway at S. W. 58th Avenue.

24. Construct a bridge on S. W. Barbur Boulevard in the vicinity of S. W. 60th Avenue crossing the on ramp under Barbur Boulevard.

25. Construct a bridge crossing the on ramp over the Baldock Freeway near S. W. 62nd Avenue.

26. Construct a 20-foot oiled surface on S. W. 62nd Avenue from S. W. Pomona Street southerly, said oiled surface to be 20 feet wide with 4-foot shoulders and drain ditches each side.

27. Continue in service the on and off ramps from the Baldock Freeway connecting to S. W. 64th Avenue.

Things to be done by the County:

1. Close the following streets or county roads at the right of way lines of the Baldock Freeway:

S. W. 14th Avenue
S. W. 26th Avenue
S. W. 30th Avenue
S. W. Alice Street
S. W. Taylor's Ferry Road
S. W. 35th Drive

An unnamed street or alley leading south from the intersection of S. W. Taylor's Ferry Road and S. W. Barbur Boulevard

S. W. 37th Avenue
S. W. Lucille Street
S. W. Evelyn Street
S. W. 40th Avenue
S. W. Wilbard Street
S. W. Huber Street
S. W. 48th Avenue
S. W. 50th Drive
S. W. Alfred Street
S. W. Luradel
S. W. 52nd Avenue
S. W. Dickson Street
S. W. 53rd Avenue
S. W. Comus
S. W. Pasadena Street
S. W. 55th Avenue
S. W. 60th Avenue

G. S. Paxson - 4
3/22/57

S. W. 61st Avenue
S. W. 62nd Avenue

S. W. 63rd Avenue between S. W. Barbur Boulevard and Baldock
Freeway

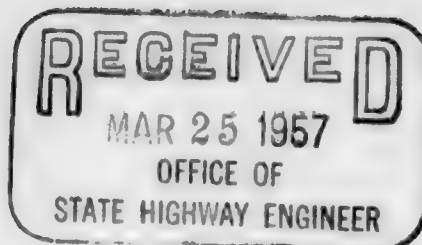
Things to be done by the City:

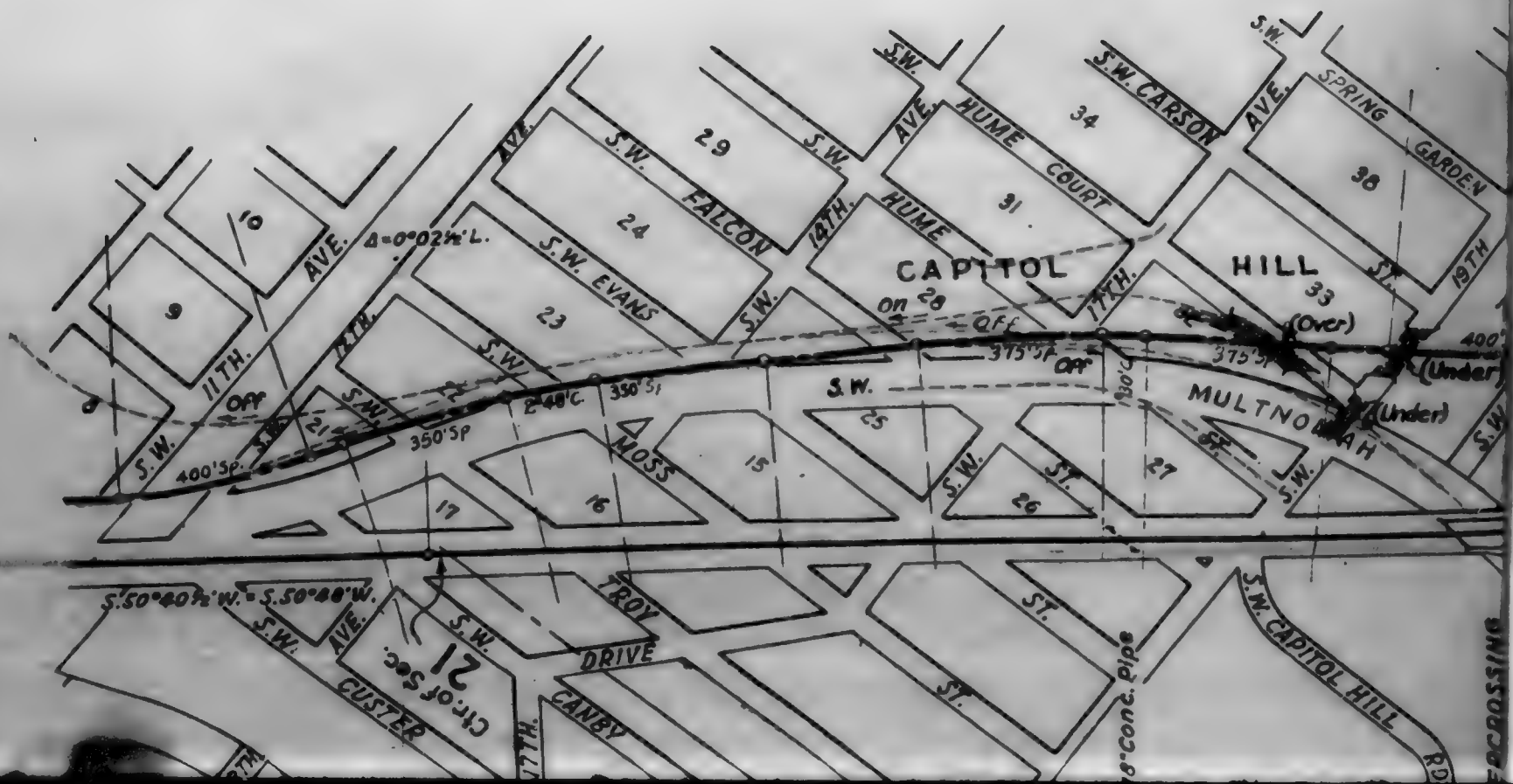
1. Close by Council action the following streets at the right of
way lines of the Baldock Freeway:

S. W. 11th Avenue
S. W. 12th Avenue
S. W. Troy Street
S. W. Moss Street
S. W. Evans Street
S. W. Falcon Street
S. W. Hume Street
S. W. Hume Court
S. W. 17th Avenue
S. W. 20th Avenue
S. W. 21st Avenue
S. W. 22nd Avenue
S. W. 23rd Avenue
S. W. 24th Avenue
S. W. Dolph Court
S. W. 28th Avenue


Tom Edwards
Construction Engineer

TE:AR
Enc.



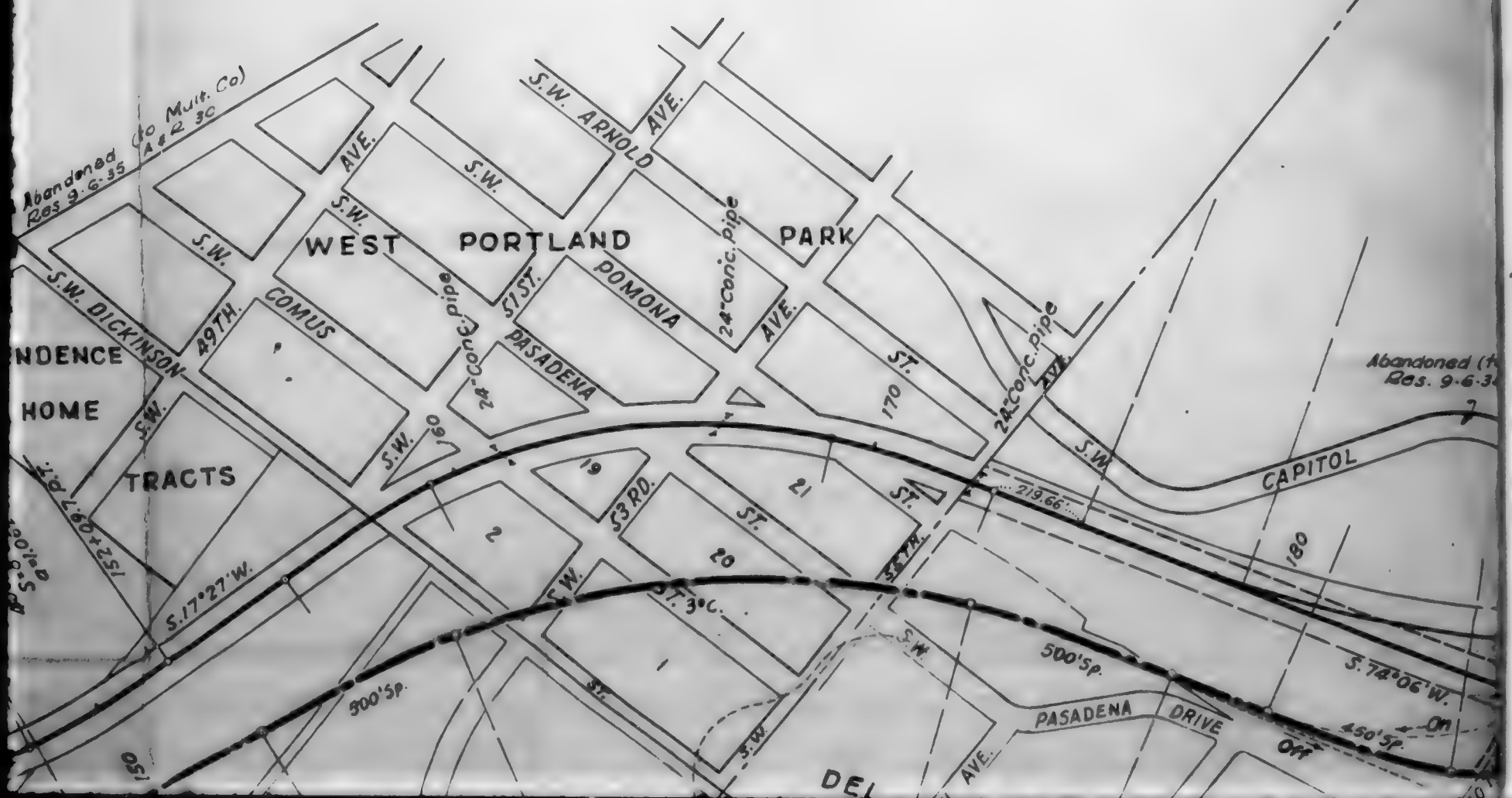








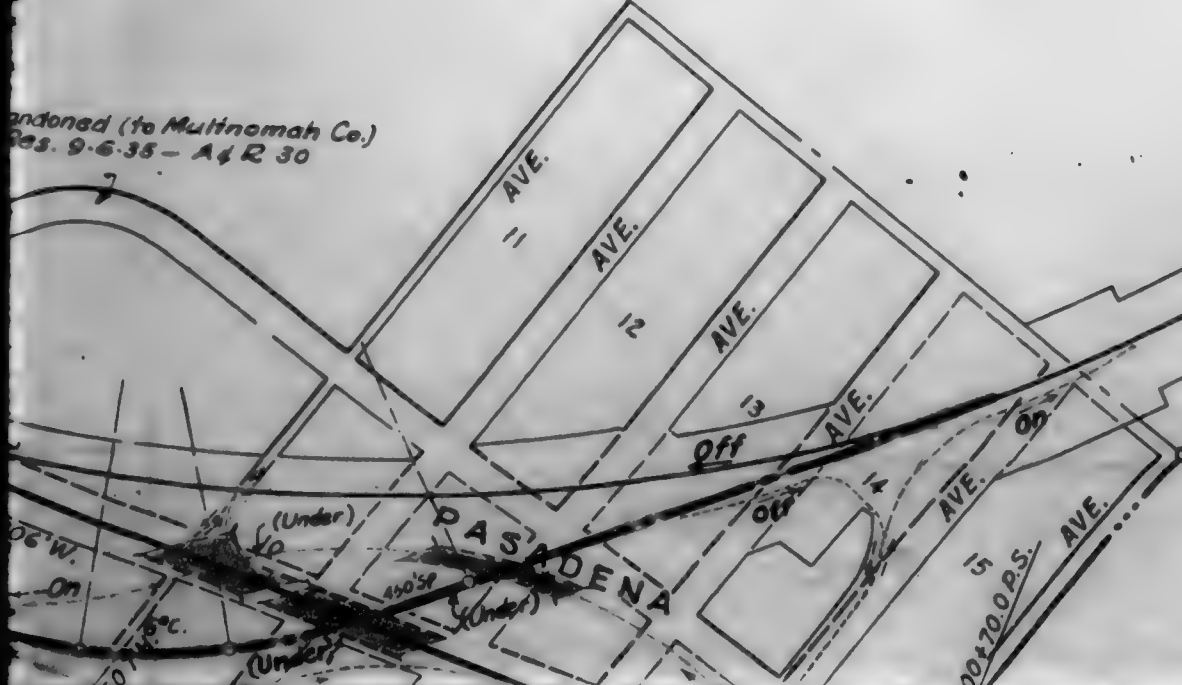
18



1° 48' C.L.
TA 74° 20' 15"
Ts 2614.92'

MULTNOMAH COUNTY
WASHINGTON COUNTY

andoned (to Multnomah Co.)
Res. 9-6-35 - A & R 30



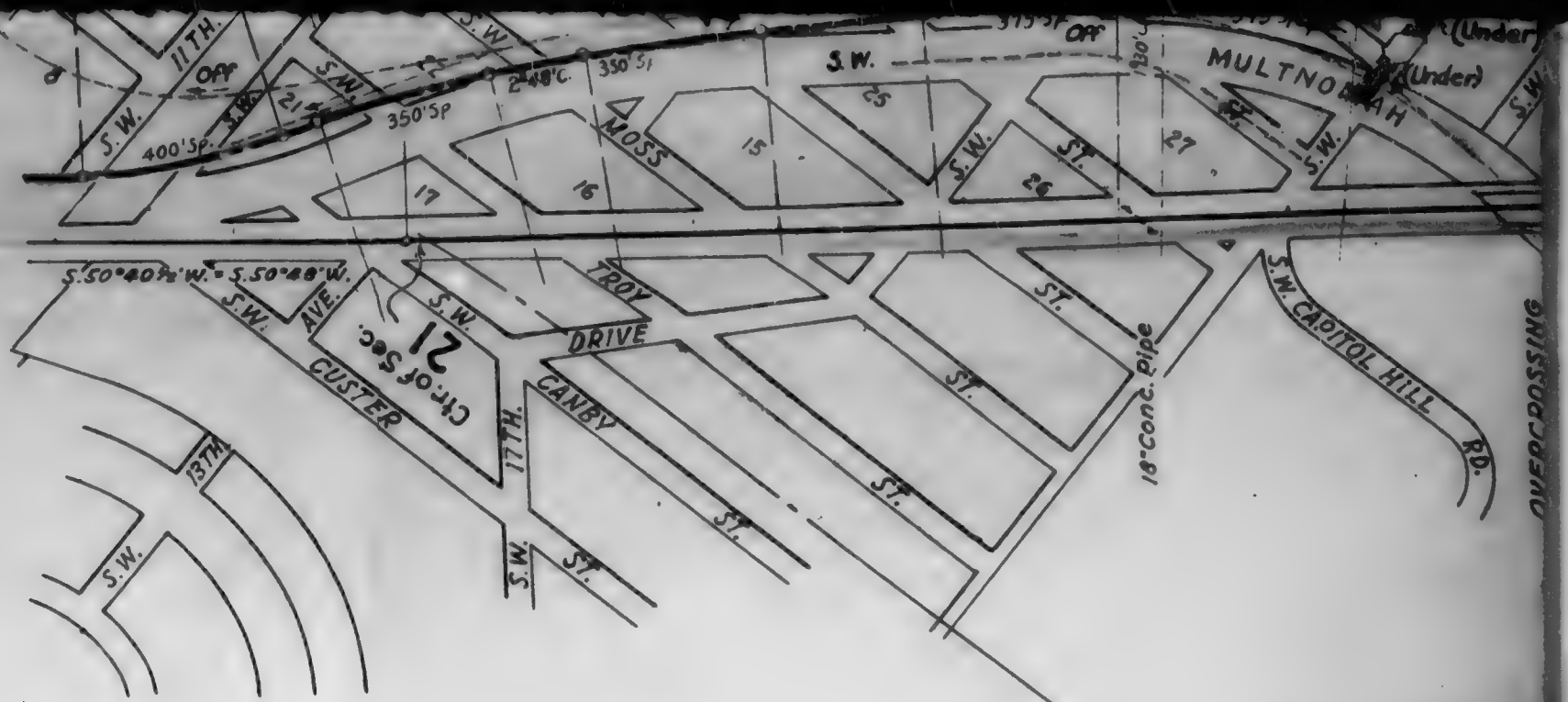
PORTLAND - HUBBARD HWY.
To Salem →

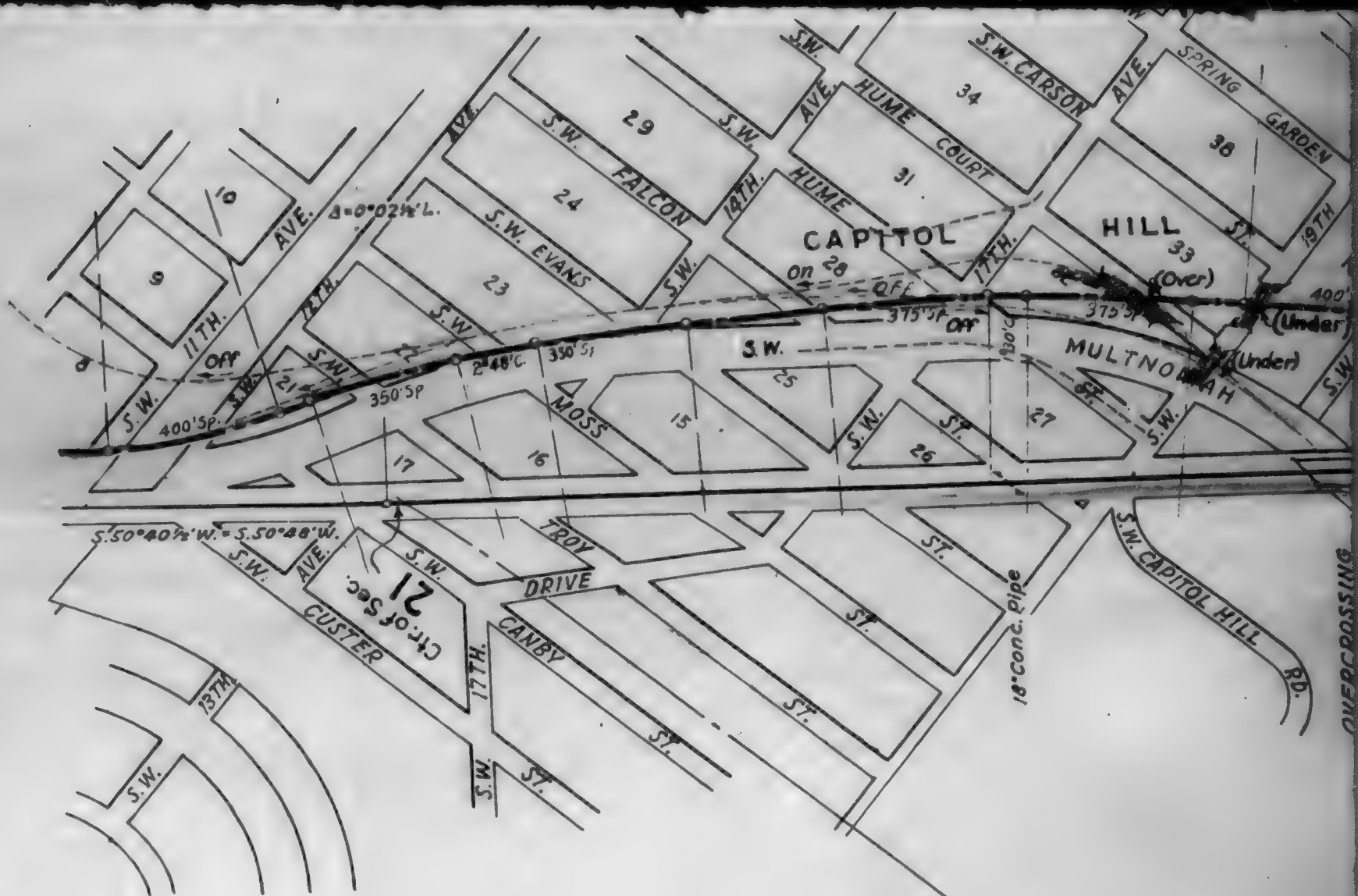


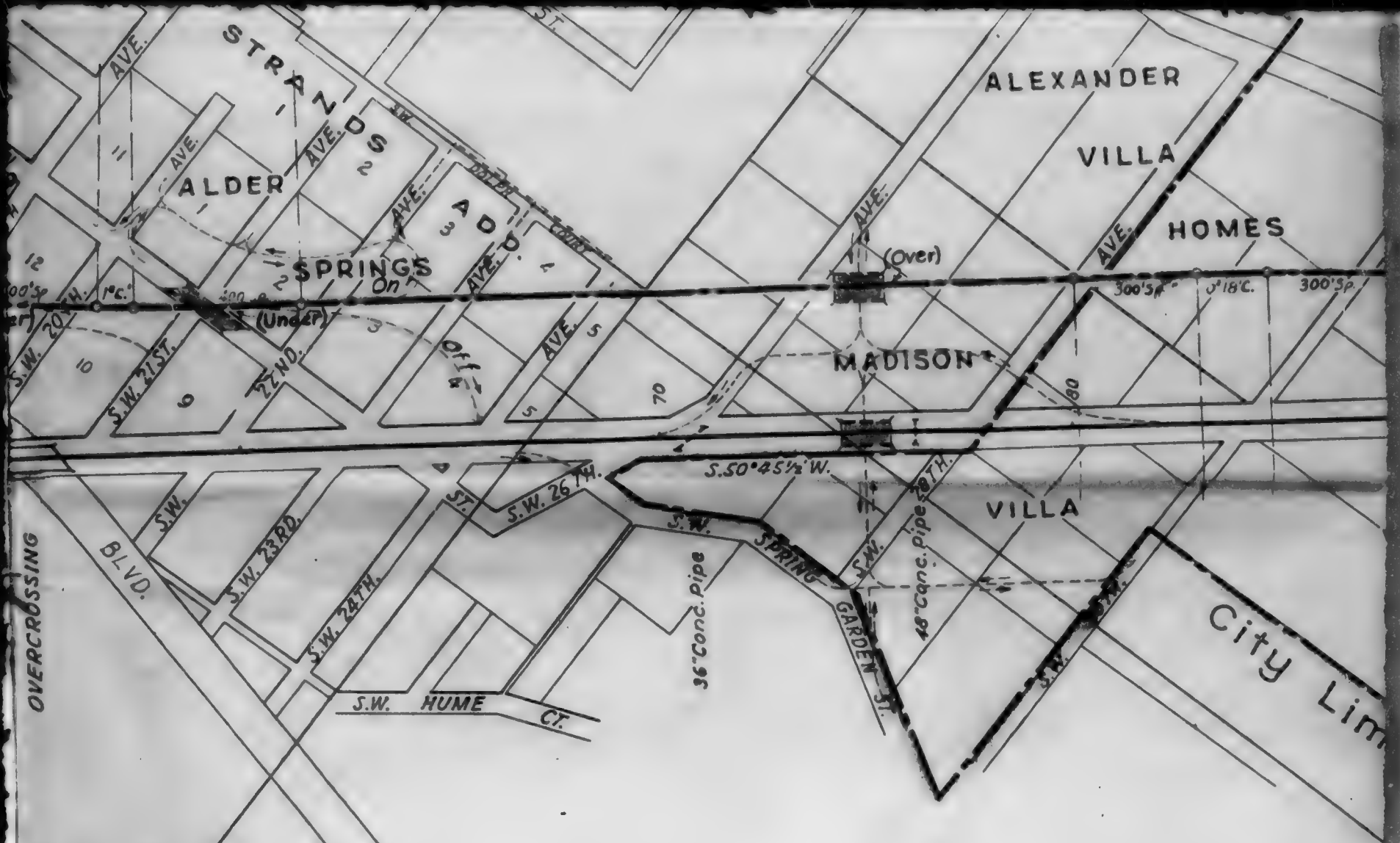
W. BURNSIDE ST. TO WASHINGTON CO. LINE
FILM OF DRG. NO. 5B-22-14, Part 2

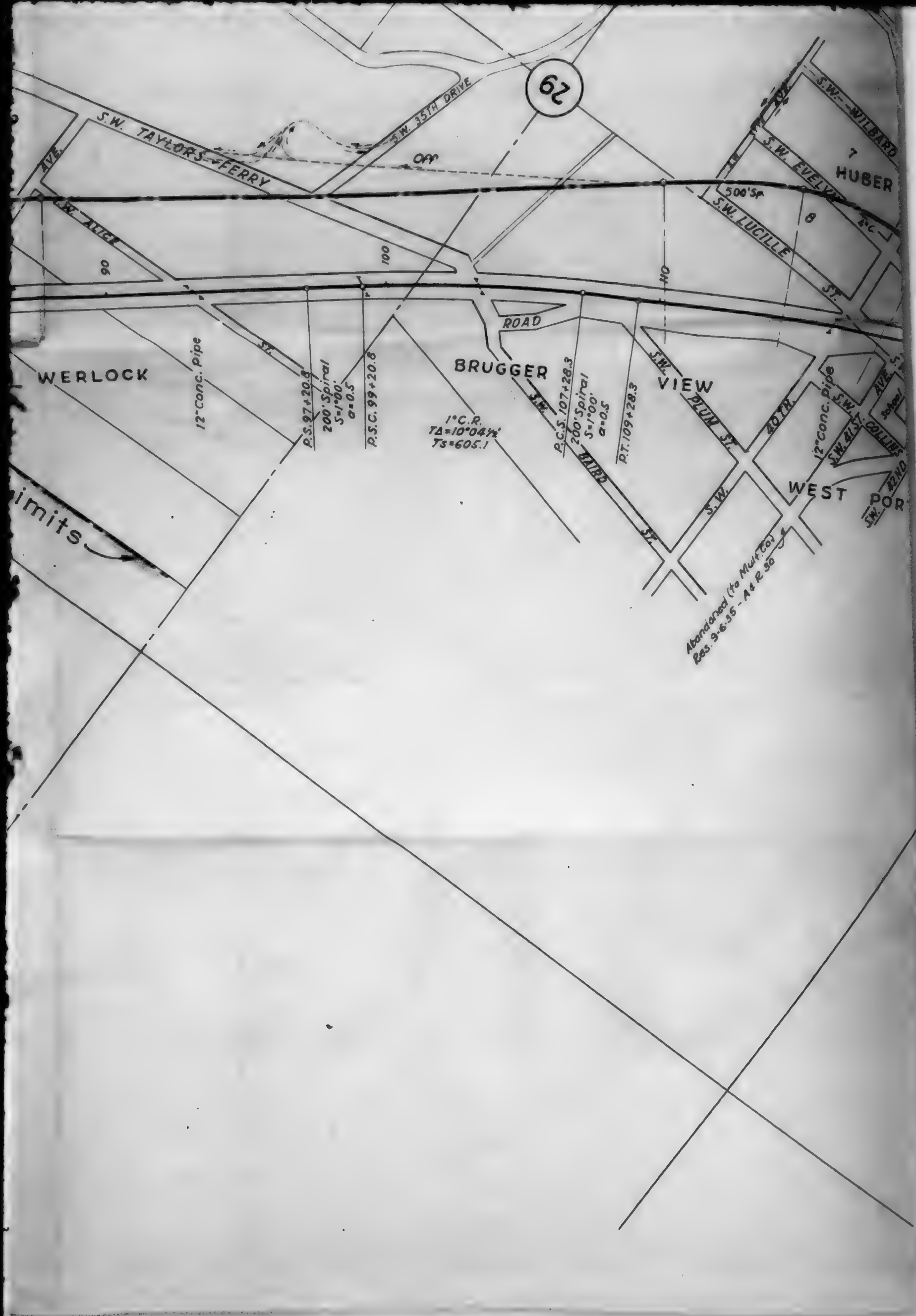
Showing
PORTLAND - SALEM EXPRESSWAY

Scale: 1" = 400' Feb. 1954









62

S.W. TAYLORS FERRY

S.W. 35TH DRIVE

S.W. WILBARD
S.W. EVELYN
7 HUBER

500' 50"
S.W. LUCILLE

WERLOCK

12" Conc. pipe

P.S. 97+20.8
200' Spiral
S=1°00'
a=0.5

P.S.C. 99+20.8

BRUGGER

1° C.R.
TA=10°04'
TS=605.1

P.C.S. 107+28.3
200' Spiral
S=1°00'
a=0.5

P.T. 109+28.3

VIEW BLVD

12" Conc. pipe

WEST

POR

Abandoned (to Mut. Co.)
Res. 9-6-35 - A & R 30







Willamette Meridian

TA 74° 20' 15"
Ts 2614.92'

Abandoned (to Multnomah Co.)
S. 9-6-35 - A & R 30

MULTNOMAH CO.
WASHINGTON COUN



W. BURNSIDE ST. TO WASHINGTON CO. LINE
FILM OF DRG. NO. 5B-22-14, Part 2

Showing
PORTLAND - SALEM EXPRESSWAY

Scale: 1"=400'

Feb. 1954

Rev. May 1954

" Dec. "

" Sept. 1956

" Mar. 1957

" Mar. 1957

2B-22-18

e-318(1) W. Unit, Heppner-Forest
Boundary Sec. (Oiline)

1957

OREGON STATE HIGHWAY DEPARTMENT INVOICE			INVOICE NUMBER 64848		
DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION		
5/20/60	OS 603		545-1027-277		
Contract 4999 L-318611 Harney County Hesperia, Oregon Alsea County Court			Make checks payable to the Oregon State Highway Department Send Remittance To: OREGON STATE HIGHWAY DEPARTMENT STATE HIGHWAY BUILDING SALEM, OREGON		
DESCRIPTION			QUANTITY	UNIT PRICE	TOTAL PRICE
Final billings: West Unit, Hesperia-Forest Boundary Section, PAS 664, covered by agreement dated 6/27/57				NOTED C. G. SWENSON	
Original advance deposit			\$26,900.00		
Less amount previously transferred			<u>24,982.00</u>		
Balance in advance deposit				\$1,918.00	
County share costs as per attached statement			\$25,070.96		
Less amount previously transferred			<u>24,982.00</u>		
Balance				\$9.96	
To be refunded				\$1,927.96	
ACKNOWLEDGMENT OF BILLING REQUEST			RECEIVED JUN 1 1960		
Cash Received with Request: \$-----					
By -----					

NOTED
C. G. SWENSON
NOTED
H. S. COX

May 9, 1960

Morrow County Court
Courthouse
Heppner, Oregon

NOTED
Harold G.

Gentlemen:

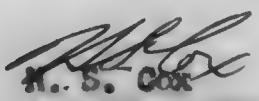
Final costs are now available for the West Unit, Heppner-Forest Boundary Section of FAS 682, Contract No. 4999; the Gilliam County Line-McNab Section of FAS 573, Contract No. 5182; and the North Unit, Bomber Range Road Section of FAS 829, Contract No. 5350; as shown in the attached cost statements. The cost statement for the West Unit, Forest Boundary Section was mailed to Morrow County on July 16, 1959.

In accordance with agreements signed 6/27/57, 5/1/58, and 9/18/58, refunds of \$1,909.44, \$2,423.89, and \$6,527.63 are due the County in connection with these projects. These refunds, totaling \$10,860.96, will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By


H. S. Cox

Assistant County & City Relations Engineer

HSC:mm
Att.

INVOICE
Oregon State Highway Department
 SALEM, OREGON



Marion County
Heppner, Oregon
Attn: County Court

Invoice No. **61238**

Date **July 16, 1959**

Your Req. No.

Billing Request No. **00-505**

Credit Distribution. **525-1029-297**

Advance Deposit

\$ 5,000.00

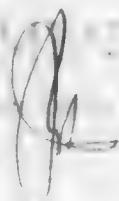
**Partial transfer county's share total cost
 of West Unit, Heppner-Forest Boundary Section,
 PAS 682, covered by agreement dated 6/27/57.**

3,000.00

To be retained

\$ 2,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

By: 

NOTED
V. R. JONES

NOTED
C. G. SWENSON

July 16, 1959

Morrow County Court
Courthouse
Heppner, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Final costs are now available for the West Unit, Heppner-Forest Boundary Section of FAS 682 (Willow Creek Road) and, as shown in the attached cost statement, a refund of \$1,900.44 is due the county.

As per your previous request this refund will be retained and applied towards the advance deposit which will be required for your next FAS project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

Completed 8/10/58

ITEMIZED STATEMENT OF FINAL COSTS

County Norrow

Contract No. 4999

Date 7/15/59

FAS 682

Section West Unit, Hemper-Forest Boundary

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				\$114,148.00
Construction engineering				10,113.03
TOTAL CONSTRUCTION COSTS				\$124,261.12
FEDERAL FUNDS COLLECTED FOR PROJECT				\$ 7,120.00

AGREED COUNTY SHARE OF TOTAL COSTS

2 1/2% of difference between total cost and federal funds

(\$124,261.12 - \$79,120) X 1/2 = \$25,470.56

Count, advance deposit

\$25,470.56

Less county share of total cost....

\$25,470.56

REFUND DUE COUNTY

\$ 0.00

19. 50

STATE OF OREGON,

BARRY NELSEN ROCK PRODUCTIONS

County **BOSTON**

Postoffice address **Beaverton, Oregon** Highway Willow Creek Road

Work done to Aug. 10, 1950 Contract No. 4999

ation West Unit Hopper-Forest Boundary

Prefix No. 583-1029-201(41) Estimate No. 7 Final

ITEM	Unit	Unit Price	Total Quantity To Date	Total Amount To Date	Previous Amount	Present Amount
General excav., unclase.	c.y.	.75	7,761.5	5,806.13	5,806.13	-
Preparation of subgrade	silo	290.00	12.16	2,432.00	2,432.00	-
3/4"-0 mat. in leveling course	c.y.	2.10	14,292	30,013.20	30,013.20	-
Sprinkling	M/gal.	3.00	1,713.4	5,140.20	5,140.20	-
Preparation of base	silo	150.00	12.16	1,824.00	1,824.00	-
3/4"-0 mat. in binder	c.y.	3.20	1,495	4,784.00	4,784.00	-
Furn. & plac. aggregates	c. y.	3.25	7,522	24,446.50	24,446.50	-
#2 asphalt	ton	48.00	324.49	15,554.56	15,554.56	-
120-150 asphalt	ton	45.00	522.61	23,787.45	23,787.45	-
#1 asphalt	ton	40.00	145.42	6,900.16	6,900.16	-
Screen rejects on road	c.y.	.25	320	80.00	80.00	-
Hauling screen rejects on road	yd.mi.	.12	1,500	180.00	180.00	-
Force Account				619.89	619.89	-
Liquidated damages	day	90.00	28	-2,520.00	-2,520.00	-
Totals				119,148.09	119,148.09	

RECEIVED
DEC 13 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 24, 1958

(CONTRACT NO.) 4799

(EST. NO.)

(CONTRACTOR)

4999
(VOUCHER NO.)

7 Final
(WARRANT NO.)

Barney Halser Rock Production
(AMOUNT) (DATE)

27105

H229141

\$ 3,574.44

11-21-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from 7-15-57

Time Extensions: None
Completion Date: Aug. 10, 1958
Date Accepted: Dec. 11, 1958
Penalties: None of record.
Claims: None of record.

Remarks:

Date: Dec. 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: DEC 12 1958
LRW

NOTED ON CARD
LRW

RECEIVED
NOV 13 1958

FOR FILING

Nov. 17, 1958

4449
CERTIFIED MAIL

Great American Indemnity Co.
320 California St.
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4999, for oiling on the West Unit, Heppner-Forest Boundary Section of the Willow Creek Road in Morrow County was completed by the contractor, Barney Helser Rock Production, on Aug. 10, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$3,574.44 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is \$119,148.09, of which amount \$619.89 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD

Om

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 15, 1958

Section

Highway 2100 or 2000 County Barren

Contractor

Date of contract 19.....

Date work started July 15 1957

Project authorization \$ 124,807.06

Exclusive of engineering	\$.....
--------------------------	---------

Estimated cost of completed project, exclusive of engineering .

Estimated per cent overrun or underrun

Per cent of contract completed, based on total contract price .

Engineering authorization \$.....

Engineering cost to date \$ 4,542.66, ... %

Kind of work Other.....

Section prefix 505-100 9-218 (1)

Contract number

Specified work days

Work days used 101 Actual days

Per cent of time elapsed 172 %

Date project was completed August 10, 1970

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor worked last Saturday and Sunday of this week, completing the project. Removal of equipment and clearing of stockpile site area was completed Friday.

The Semi-Final Estimate will be forwarded upon the receipt of the extra work bills from the contractor. Mr De Long has been advised of this need.

CONSTRUCTION DIVISION
RECEIVED

1958

NOTED ~~24~~ ~~B~~ ~~P~~
CE AGE AGE JOE

Noted
M. N. Juva

Signed W E McManis

Address P.O. Box 542 Portland Oregon

NOTED

C. E. PAULSEN

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	10.10	12.16		12.16	
Miles partially completed				12.16	
Miles completed	0.10	12.16			
Total estimated quantities (contract)	7500	10600		8750 cu. yd. 250 tons	
Total quantities corrected to date	7711.5	14200		9017 cu 250 tons	
Estimated quantities moved or placed to date	7711.5	14200		9017 cu. yd. 250 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift				8	
Average force on project for week				7	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		No delay by strike
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

10-31
1941

12 18 57

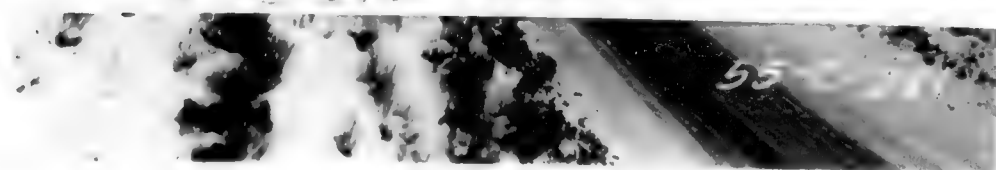
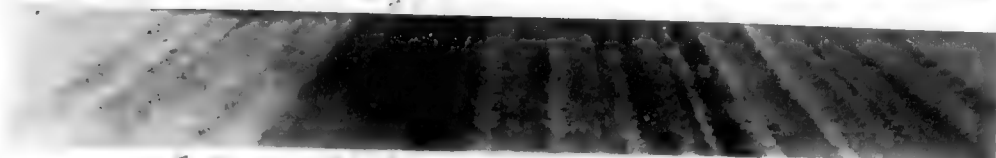
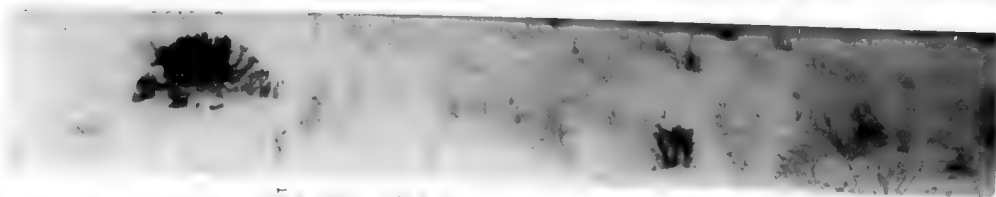
1955 & 1957

FAS 682 County Morrow Contract No. _____

Section _____

Location 55-0-11 } 1/4 1/2 Sec 10 T. 12 N. R. 10 E.

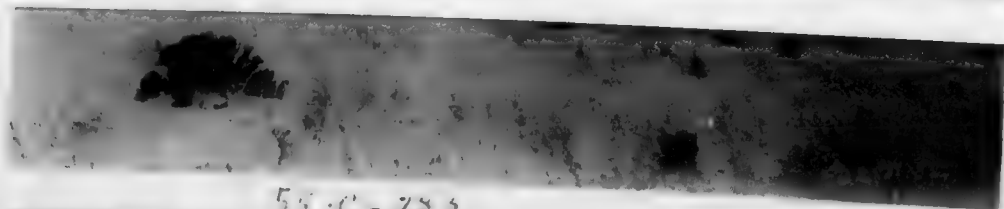
55-0-11 } 1/4 1/2 Sec 10 T. 12 N. R. 10 E.



55 4 1957

I
S
I

12/18/51



F
S
I



5-4-1957

I
E
I



55-C-281

Contract No. 4977

Monthly Transaction No. 10-90	Form 1-2 (5-2-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT 10-14-57		County Morrow
			Project No. S-318(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
City of Heppner easterly to end of FAS Route 682 at the forest boundary (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5/10/56	12.2
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 131,899.33	Federal funds \$ 81,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Charles W. Reynolds</u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u>[Signature]</u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>[Signature]</u> Division Engineer Date executed by Division Engineer <u>October 14, 1957</u>
--	--

RECOMMENDED FOR APPROVAL:
[Signature]
STATE HIGHWAY ENGINEER

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

West Unit, Hesperus Forest Boundary Section
10th May, 1957
Marion County

NATURE OF WORK:

Grading and Drilling

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4999 Barney Helser Rock Prod. 7-3-57

DATE OF COMPLETION: 60 Workdays from 7-15-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-318(1)

WEST UNIT. HEMLOCK-FOREST BOUNDARY SECTION OF THE
WILLOW CREEK ROAD IN HORROR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Type Code 5231

Roadway (Sta. 24+64 to Sta. 736+49.78) (Contract No. 4999)

General Excavation, Unclassified	7,500 cu. yds.	\$ 0.75	\$ 5,625.00
Preparation of Subgrade	12.16 miles	200.00	2,432.00
3/4" - 0 Material in Leveling Course	17,600 cu. yds.	2.10	36,960.00
Sprinkling	660 H-gal.	3.00	1,980.00
Preparation of Base	12.16 miles	150.00	1,824.00
3/4" - 0 Material in Binder Course	1,400 cu. yds.	3.20	4,480.00
Furnishing and Placing Aggregates	7,350 cu. yds.	3.25	23,887.50
MC-2 Asphalt	230 tons	48.00	11,040.00
120-150 Asphalt	530 tons	45.00	23,850.00
RS-1 Asphalt	160 tons	48.00	7,680.00
			<u>\$119,758.50</u>
Flagging (57 1/2% of Contractor's Cost)	All Required		<u>150.00</u>
	Subtotal		\$119,908.50
	10% Engr. & Cont.		<u>11,990.85</u>
	Total		<u>\$131,899.35</u>

Length of Roadway ----- 12.156 Miles
Cost of Roadway Per Mile ----- \$10,850.55

Federal Funds -----	\$ 81,600.00
State Funds -----	25,149.67
County Funds -----	<u>25,149.68</u>
	<u>\$131,899.35</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Horror County with the Highway Department.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

July 15, 1957
Salem, Oregon

SUBJECT: Option
Heppner-Forest Boundary Sec.
Willow Creek County Rd.- FAS 682

To: C. G. Swenson
County-City Relations Engr.
OFFICE

L

NOTED
J. H. Haggard

Attached in quadruplicate is a retyped option form on the property as listed below. This is the file you advised us last week that the County had lost the original copies of the option.

26497	W. H. & Grace Cleveland	13.9	acres	p-1
		5.49	"	p-2
		1.73	"	p-3
		1.5	"	p-4
		1.38	"	p-5

EFL

EARL F. SALING
Right of Way Office Manager

EFS:blr

enc. 1 option

cc: R. L. Porter

GARNET BARRATT, Judge
HEPPNER, OREGON

RALPH I. THOMPSON, Commissioner
HEPPNER, OREGON

RUSSELL K. MILLER, Commissioner
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

July, 10, 1957

Mr. C. E. Swenson, Engineer
County & City Relations
Oregon State Highway Commission
Salem, Oregon.

Ref: Option # 20497
W.H. & Grace Cleveland
PAS no. 552

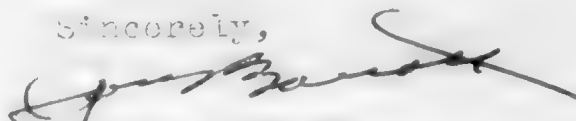
Dear Mr. Swenson:

Reference is made to the above option which was forwarded to us on May, 27th, 1957 for processing in connection with the right of way for the Leppner-Forest boundary Section of the Willow Creek county road no. 552.

Mr. Cleveland has informed us that through error copies of these options have been misplaced and as we did not retain one of them for reference it will be necessary to have all five pages of the agreement under Option # 20497, W. H. & Grace Cleveland transcribed and sent to us for further action.

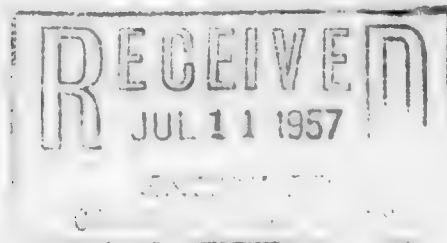
Your cooperation in this matter will be appreciated.

Sincerely,


Garnet Barratt
Morrow County Judge.

CC. W. H. Cleveland

Sending to engineer for transcription of options



INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Invoice No. 51354

Date July 8, 1957

Your Req. No.

Billing Request No. 66 335

Credit distribution: 525-1029-211

Morris County
Heppner, Oregon

Attn: County Court

NOTED

John F. Hagaman

Advance Deposit

NOTED
John F. Hagaman

26,980.00

Partial transfer county's share total cost.

West Unit, Heppner-Perest Boundary Section, FAS 682, covered by
agreement dated June, 1957.21,980.00

To be retained

85,000.00

NOTED
JOHN D. GRAHAMNOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$

By

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
July 3, 1957

Mr. C. H. Nelson
OFFICE

Advance Deposit
W. Unit, Heppner-Forest Boundary Section
FAS 682, Morrow County

NOTED
John R. Hageman

Attached are Morrow County Warrants No. 1864 for \$20,292.64 and No. 1865 for \$6,687.36 for a total amount of \$26,980. This amount represents the county's participation in the subject named project.

This project is now clear for award of a contract.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

cc: S. H. Probert
Forrest Cooper

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

GARNET BARRATT, Judge
HEPPNER, OREGON

RALPH L. THOMPSON, Commissioner
HEPPNER, OREGON

RUSSELL K. MILLER, Commissioner
BOARDMAN, OREGON

Morrow County Court

HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT

JUVENILE COURT

ROAD DEPARTMENT

July, 1, 1957

Ref: West Unit Heppner-
Forest Boundary.
FAS No. 532

Oregon State Highway Commission
State Highway Building
Salem, Oregon.

Attention: C. L. Swenson, Engineer
City & County Relations

Dear Mr. Swenson:

In accordance with the provisions of your letter of June, 7, 1957 and the agreement between the Commission and the Morrow County Court, we are enclosing two county warrants in the total amount of \$20,330.00 which represents Morrow County's share of 20% of the total estimated cost of the Willow Creek FAS 532 project.

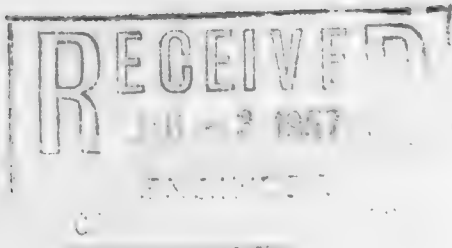
Warrant # 1504 in the amount of \$20,292.24 is drawn against our general road fund for the fiscal year 1956-57 and \$37.30 is drawn against the general road fund for the current fiscal year 1957-58.

In advancing our 20% share of the estimated cost of this project the county court approves the award of the contract to the Barney Helser Rock Production company of Seaverton and trusts that a start may be made by the contractor at the very earliest date in order that the entire job may be completed in this seasons operation.

Yours very truly,

Morrow County Court

Garnet Barratt
Morrow County Judge.



Enc: Warrant #1504
" #1505

In Sunny Eastern Oregon Where Agriculture Flourishes

June 7, 1957

Morrow County Court
Courthouse
Heppner, Oregon

NOTED
John F. Hagemann

Gentlemen:

On June 6th a satisfactory bid for construction of the West Unit, Heppner-Forest Boundary Section of FAS 682 was received from Barney Helser Rock Production Company of Beaverton. As per the agreement between state and county the following advance deposit from the county is required prior to awarding a contract:

Bid Items	\$119,758.50
Flagging (state's share)	150.00
12-1/2% Engineering & Contingencies	14,988.56
Estimated Total Cost.....	\$134,897.06
County Advance Deposit of 20%.....	\$ 26,980.00

Please make this deposit by means of a check or warrant in the amount of \$26,980 payable to the Oregon State Highway Commission, forwarding same to this office. Receipt of this deposit prior to June 26th will permit awarding of a contract at the regularly scheduled Highway Commission meeting on June 27th and 28th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JFH:mmm

NOTED
C. G. SWENSON

RECEIVED
JUL 15 1957

FOR FILING

8-318-112
4711

Salem, Oregon
July 9, 1957

FAS Project Agreements
Morrow County

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Morrow County covering the West Unit, Heppner-Forest Boundary Section of FAS 682.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Morrow County.

Secretary

rn
Attach.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 17, 1957

SUBJECT: FAS Project Agreements
Morrow County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the West Unit, Heppner-Forest Boundary section of FAS 682.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 27, 1956.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G. S. Paxson
ASST. STATE HIGHWAY ENGINEER
Date June 17, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-27-56 *Minute Page 39*
Floyd Query
Asst. Secretary



RECEIVED
JUL 18 1957

FOR FILING

4733

July 3, 1957

Barney Helser Rock Production
14000 S. W. Far Vista
Beverton, Oregon

Gentlemen:

The State Highway Commission on June 6, 1957 accepted your proposal for oiling the W. Unit, Heppner-Forest Boundary Section of the Willow Creek Road in Morrow County for the sum of \$417,738.50; and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4799.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED
J. Mc C.

GARNET BARRATT, Judge
HEPPNER, OREGON

RALPH I. THOMPSON, Commissioner
HEPPNER, OREGON

RUSSELL K. MILLER, Commissioner
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

June, 5, 1957

NOTED
Harold C. Ayers

Mr. C. G. Swenson, Engineer
County & City Relations
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Swenson:

Enclosed you will find ^{five} copies of an encroachment resolution as signed on June, 3, 1957 by the Mayor of Heppner, Honorable William C. Collins and directed to by the city recorder, Ted Smith, after approval by the Council of the City of Heppner, on that date.

Due to my absence from the office yesterday it was impossible to get this resolution in the mail until today. I trust it will not hold up any of the proceedings on the date of the opening of the bids on the Willow Creek project.

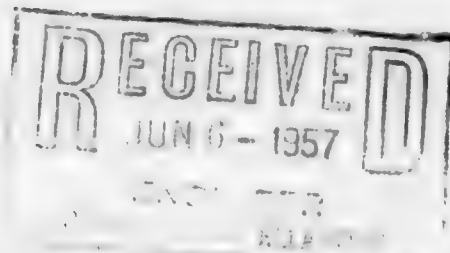
You should have received all the agreements, resolutions and maps, applying to this project, by today, at least, as they were mailed on Monday evening.

Sincerely,

Garnet Barratt
Garnet Barratt
Morrow County Judge.

Enc: 5 copies resolution

NOTED
C. G. SWENSON



In Sunny Eastern Oregon Where Agriculture Flourishes

R E S O L U T I O N

Oregon Project S-318(1)
PAS 682

WHEREAS, Federal Aid Secondary Highway No. 682 of the State of Oregon, known as the Willow Creek County Road, is routed through the City of Hepner, Morrow County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues of said city; to wit:

Race Track Street from a point 238 feet northwest of the westerly city boundary easterly to the city boundary.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Hepner will guarantee by resolution officially adopted by the City Council of said City that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said City which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Hepner, Morrow County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by Federal Aid Secondary Highway No. 682 of the State of Oregon, known as the Willow Creek County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Hepner, Morrow County, Oregon, this 30th day of April, 1957.

Attest:

[Signature]
City Recorder

[Signature]
Mayor

GARNET BARRATT, Judge
HEPPNER, OREGON

RALPH I. THOMPSON, Commissioner
HEPPNER, OREGON

RUSSELL K. MILLER, Commissioner
BOARDMAN, OREGON

Morrow County Court

HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

June, 3, 1957

NOTED
Harold C. Ayers

Mr. C. G. Swenson, Engineer
County & City Relations
Oregon State Highway Department
Salem, Oregon.

Willow Creek FAS #652

Oregon Project S-318 (10)

Dear Mr. Swenson:

NOTED
John F. Hagemann

Enclosed you will find five copies of a resolution as signed by the members of the county court giving assurance that no encroachments will be permitted on the above named project. One copy has been retained for our files. Also six copies of an agreement between the Morrow County Court and the State Highway Commission regarding the application and maintenance of said road and two copies as signed by all members of the court regarding the financing of the project.

We are returning also in the same envelope a copy of the map showing the route of the Boardman Logging Range county road as designated, with one exception, which is noted on the map, to the effect that the curvature shown on the map was straightened out when that section was reconstructed by the county some three years ago. The first seven and a half miles, extending from Highway FAS #43, north, is on a straight tangent.

I am placing these agreements and maps in the mail tonight in order that you may be sure to receive them by Wednesday morning. The copy of encroachment resolution to be signed by the City of Heppner will be acted upon by the city council to-night. I will make an effort to get it in the mail to-morrow and you should receive it by Wednesday afternoon or Thursday morning.

Trusting that everything is now in order and hoping to receive some favorable bids on this project on Thursday, I am,

Sincerely,

Garnet Barratt
Morrow County Judge.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON



In Sunny Eastern Oregon Where Agriculture Flourishes

GARNET BARRATT, Judge
HEPPNER, OREGON

RALPH I. THOMPSON, Commissioner
HEPPNER, OREGON

RUSSELL K. MILLER, Commissioner
BOARDMAN, OREGON

Morrow County Court

HEPPNER, OREGON

May 28, 1957

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT

JUVENILE COURT

ROAD DEPARTMENT

NOTED
Harold C. Ayers

Mr. C. G. Swenson, In Charge
County and City Relations
Oregon State Highway Department
Salem, Oregon.

Dear Mr. Swenson:

This is to acknowledge the receipt from Mr. John R. Swenson, Assistant Engineer, County and City Relations, two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the West Mt. Heppner-Forest Boundary Section of PAS No. 34 upon which this will be received by the Commission on June, 5th. Also the receipt of six copies of an encroachment resolution covering the portion of said project within the city limits of Heppner, subject to adoption by the officials of the City of Heppner.

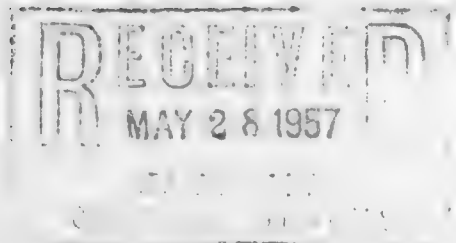
The six copies of the encroachment resolution to be approved by the City of Heppner have been delivered to them and will be approved at their regular meeting the evening of June, 3, 1957 and will be in your office with the resolutions requested of the Morrow County Court by Wednesday, June, 5, 1957.

We are very pleased that this project is coming up for consideration of bids on June, 5th, and we can assure you of our utmost cooperation in getting this job done as soon as possible.

NOTED
C. G. SWENSON

Sincerely,

NOTED
JOHN D. C. 1957



Morrow County Court
Garnet Barratt
Morrow County Judge.

In Sunny Eastern Oregon Where Agriculture Flourishes

GARNET BARRATT, Judge
HEPPNER, OREGON

RALPH I. THOMPSON, Commissioner
HEPPNER, OREGON

RUSSELL K. MILLER, Commissioner
BOARDMAN, OREGON

Morrow County Court

HEPPNER, OREGON

May, 23, 1957

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

NOTED
Harold C. Ayers

Mr. C. G. Swenson, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon.

NOTED

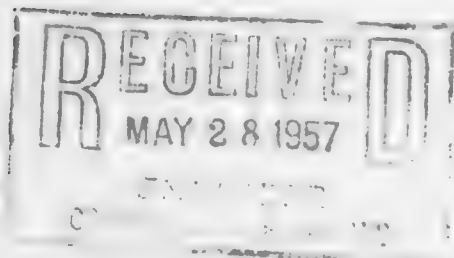
Dear Mr. Swenson:

This is to acknowledge the receipt, as of today, of four copies each of option forms covering right of way required for the Cooper-Forest Military Section of P.S. No. 322, of the Willow Creek county road. Also the receipt of two prints each of maps 52-6-13 and 52-6-14.

As the legal owners of the described right of way are badly scattered over the state and county it will be impossible to have these options signed and sealed before the official opening of the bids on the above project on June, 5th, at Salem, Oregon.

In lieu of these options we can certify to you and through you, to the State Highway Commission, that Morrow County has verbal options and agreements, covering those sections of re-located right of way, on this project and that the majority of the new roadway is on the former dedicated county right of way. We also have agreements covering the by-pass around the quarry site, the quarry site itself and the site of the proposed stock pile, adjacent to the quarry site. We will make contact with the legal owners and get the signed options as soon as possible.

We, further, certify, that the construction and placing of the required base and binder courses of crushed rock will be completed on the county without undue delay to the contractor and that this required base and binder is of ample depth to comply with all specified requirements of the state and federal departments.



Sincerely,

NOTED
JOHN D. CARR

NOTED
C. G. SWENSON

Morrow County Court

Garnet Barratt, County Judge.

In Sunny Eastern Oregon Where Agriculture Flourishes

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED

Harold C. Ayers

May 24, 1957

Salem, Oregon

SUBJECT: Options
 Heppner—Forest Boundary Sec.
 Willow Creek County Rd. FAS 682

To: Mr. C. G. Swenson
 City & County Relations Engr.
 OFFICE

L

Attached you will find 7 option forms in quadruplet covering right of way to be acquired in connection with Heppner-Forest Boundary Section of Willow Creek County Road FAS 682 in Morrow County. This contract is scheduled for letting on June 6, 1957.

Please have the County return at least a conformed copy of the signed options, executed deeds or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We are forwarding, under separate cover, 4 prints each of maps 8B-5-13 and 8B-5-14 covering this area and bearing our date of May 22, 1957.

26495	R. S. & Gwendolyn Thompson	11.5	acres	
26496	Frank Wilkinson	13.43	"	p-1
		0.62	"	p-2
		2.44	"	p-3
		19.67	"	p-4
26497	W. H. & Grace Cleveland	13.9	"	p-1
		5.49	"	p-2
		1.73	"	p-3
		1.5	"	p-4
		1.38	"	p-5
26510	Norman G. Florende	5.05	"	
26511	Ellen Virginia Schwartz	1.73	"	
26512	Helen H. Thompson	7.67	"	
26513	Joseph A. & Anna Mae Robbins	6.53	"	

Earl F. Saling
 EARL F. SALING
 Right of Way Office Manager

MM
 blr
 en. 7 options
 cc: R. L. Porter
 cc: R. W. Cozad

NOTED
 C. G. SWENSON

NOTED
 JOHN D. COLEMAN

NOTED
Harold C. Ayers

May 27, 1957

Morrow County Court
Courthouse
Heppner, Oregon

NOTED
John F. Hagemann

NOTED
V. R. JONES

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the West Unit, Heppner-Forest Boundary Section of FAS 682 upon which bids will be received June 6th.

Also enclosed are six copies of an encroachment resolution covering the portion within Heppner for adoption by the city of Heppner.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$133,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. Also, it would be appreciated if you would obtain five signed copies of the resolution for adoption by the City and forward them with the County agreements and resolution. All documents should be mailed so as to arrive in Salem not later than June 5th.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:ma
Encl.

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Location At Whit, Heppner Forest Burial
No. Eng. 100 Whit Overall
Length of Project 2.1 Miles.

Sta. 34+64

County Maricopa

Project 5000-1433
Date 2-22-57

TYPICAL SECTIONS

ADT Trac 40

50 log

Tr 100

Class. 1 - Medium

0-11 0.1 mos w/binder
112 of 3420 base course

Table work

where solids & water content
transformation
is important

30
67
43
34

A project was made of the
project 3420 by M. C. Whit
a long-term survey of soil in the
area. The base and 0.25% increase was made to meet engineering
standards.
The above design is considered to
be suitable for the proposed 18" street pavement.

PROPOSED MATERIAL SPECIFICATIONS

Lab. No.	Site	Type of Material	Ret. Size	1 1/2" Max Surface	2 1/2" Max Surface	Abraction Loss %	Sodium Sulfate Loss %	II PI	To be over ft.
34892-5	At	Rock				1.3			

Submitted
by

J. H. Whit

Recommended
by

J. H. Whit

Recommended
by

J. H. Whit

Approved
by

J. H. Whit

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
District Engineer
Resident Engineer
Office Engineer
Assistant Engineer
State Engineer Division

Deputy State Highway Engineer

NOTED
V. R. [unclear]

NOTED
Harold C. Ayers

Salem, Oregon
April 30, 1957

Heppner-Forest Boundary Section
(East & West Units)
FAS 682, Morrow County

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with that proposed by the county and approved by the Highway Commission.

A total of \$125,000 (\$55,000 for West Unit and \$70,000 for East Unit) was initially programmed against this project with the understanding that additional funds were available if required. Please advise this office of the estimated total cost after the quantities and unit prices have been reviewed.

The 0.17 mile section to be graded is through the quarry site which the county omitted from its grading.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: V. G. O'Neill
Frank Hall

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C.

November 7, 1955

Morrow County Court
Courthouse
Heppner, Oregon

NOTED
J. W. CATTRALL

RECEIVED
J. F. HAGEMANN

Gentlemen:

On November 3rd the Highway Commission approved the county FAS project on FAS 682 as described in the attached tabulation. Preparation of plans and specifications and approval by the Bureau of Public Roads are required prior to contracting. The preliminary engineering will be under the supervision of our division office at La Grande and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:ma

MORROW COUNTY
PROPOSED PROJECT

FAS 682 - West Unit, Heppner-Forest Boundary Section, Approximately 6 Miles, \$55,000. This section extends from the city limits of Heppner, easterly as far as funds will permit which is estimated to be approximately 6 miles.

The proposed project is to place a crushed rock leveling course and construct an O-11, with binder course, 20' in width with 3' shoulders. The county will grade and place base rock during the winter and spring of 1955 and 1956. Prior to the county's work a soil survey to determine the base design should be made and the county furnished a typical section so that they can grade to the proper width and place base material to the proper depth.

The length of the FAS project will be governed by both the available funds and the miles of road reconstructed by the county.

The \$55,000 programmed represents the presently estimated balance of fiscal years 1956 and 1957 funds available to Morrow County. This may be adjusted as final costs for projects under contract become available.

10/14/55

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 1, 1956

Morrow County Court
Courthouse
Heppner, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On September 27th the Highway Commission approved the project as shown in the attached tabulation which is believed to conform with your request. If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

MORROW COUNTY
PROPOSED PROJECT

FAS 682 - East Unit, Heppner-Forest Boundary, Approximately 7 Miles, \$70,000. This section extends from the east end of the West Unit, Heppner-Forest Boundary Section approved as part of the fiscal year 1956-1957 county FAS program, southeasterly to the end of the FAS route at the fork of Willow Creek near the wells supplying water to the city of Heppner.

The proposed project is to place a crushed rock leveling course and construct an O-11, with binder course, 20' in width with 3' shoulders. The county will grade and place base rock during the winter and spring of 1956 and 1957.

Funds in the amount of \$55,000 were programed as part of the fiscal year 1956-1957 county FAS program for a similar project on the West Unit, Heppner-Forest Boundary Section. The county has elected to carry this project over and combine it with the proposed East Unit for construction during the 1957 construction season under one contract. Contracting of these sections of road should not be delayed until the county has completed its grading work as the contractor could crush out his aggregate while the county work is being completed.

Funds in addition to the \$125,000 programed for these two projects are available if required.

9/14/56
(56-e)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....La Grande, Oregon.....
.....July 10, 1956.....

SUBJECT: Heppner-Forest Boundary
F.A.S. Project 682

To:

Forrest Cooper
Construction Engineer
Salem

I have just received a telephone call from County Judge Garnett Barrett of Morrow County advising that the County Court has elected to crush and place the bottom course with their own forces on the Heppner-Forest Boundary F.A.S. Project.

The grading work on the North Unit of this project is now practically complete, however, they intend to continue on with the grading and base course surfacing on the South Unit. Therefore, the project will not be ready for the Leveling Course and O-11 Oil Mat until next spring. This matter will be taken up by the Court with the department within the next few days.

If this plan is agreeable to all concerned we will retain the records for the North Unit in this office, until the grading of the South Unit has progressed sufficiently far so that we can determine where the new grade will be, and can then combine both units into one contract.

E. G. Bickmore
E. G. Bickmore
Assistant Division Engineer

EGB:gb

cc - J. C. Hiatt



GARNET BARRATT, Judge
HEPPNER, OREGON

RALPH I. THOMPSON, Commissioner
HEPPNER, OREGON

RUSSELL K. MILLER, Commissioner
BOARDMAN, OREGON

FAS 682
Morrow County Court

HEPPNER, OREGON

July, 9, 1956

NOTED
V. R. JONES

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT

JUVENILE COURT

ROAD DEPARTMENT

W. CATTRALL

Oregon State Highway Department
La Grande, Oregon.

Attention: Mr. Earl Bickmore

Dear Mr. Bickmore:

In confirmation of our telephone conversation of today, regarding the specifications for the Willow Creek FAS Project No. 682, please be advised that the Morrow County Court have reviewed the cost figures given me on the telephone, July, 3, 1956, by you, and have determined that it would be impossible for the county to consider at this time a contracted cost for the entire project.

According to your estimates there would be available approximately \$125,000.00 for this project over a two year period, from cooperative funds with the federal government under FAS. With an estimated cost of \$18,800.00 per mile for a crushed rock base and an O-II surface if let under a private contract it would appear that we could only depend upon about 6.65 miles of completed road. At that rate of cost it is evident that approximately a quarter of a million dollars would be necessary to complete the entire twelve and a half miles. For our money this is out of the question. Especially, when we consider that we only have two more years under a ten mill special road tax levy from which the major part of our funds are made available for county road construction. After June, 30, 1958 it will be up to the tax payers to decide by special election whether they wish to continue the special levy. Therefore, we do not wish to make any definite plans for road construction beyond that date.

In spite of many setbacks this spring we have made good progress on the construction of the first six miles of the proposed road and were on schedule with the construction if the job had been ready for bid at the July meeting of the commission. We are confident that we can go ahead with the construction of the balance of the entire twelve and a half miles and have the job completed by at least the first of the year.

In view of the above conditions we propose to go ahead with the construction of the sub grade for the entire project of some twelve miles, place the base rock on the entire job and move our own crusher onto the job to crush the base and the necessary key rock. This would leave the balance of the

GARNET BARRATT, Judge
HEPPNER, OREGON

RALPH I. THOMPSON, Commissioner
HEPPNER, OREGON

RUSSELL K. MILLER, Commissioner
BOARDMAN, OREGON

Morrow County Court

HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT

JUVENILE COURT

ROAD DEPARTMENT

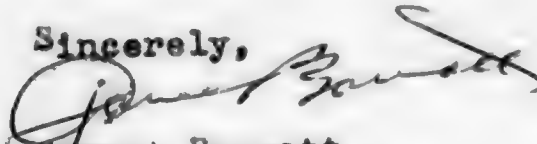
Page-2- Earl Bickmore

surfacing to a state contract, which would include all the leveling course, the necessary oil aggregates and the entire oil surface with a binder course, as per state specifications for an O-II surface.

If this job can be placed under a two year accumulation of FSA funds and let in one contract for the leveling course and surfacing for the entire twelve miles we are confident that our road department can take care of their share of the job and that the entire project will be completed by next fall.

Trusting that this proposal will meet the approval of your department and the state commission, I am,

Sincerely,



Garnet Barratt
Morrow County Judge.

CC: John W. Cattrall, Engineer
County & City Relations
Oregon State Highway Commission
Salem, Oregon.

Memo to J. W. Nash
4/24/56

J. W. CATTRALL

NOTED
J. W. CATTRALL

W. Unit, Heppner-Forest Boundary Section
FAS Route 682

This project extends from the east city boundary of Heppner, easterly along the north bank of Willow Creek for a distance of 5.5 miles. FAS funds available to Morrow County determine the length of the project. The county is presently reconstructing this section through the bottom course rock base in accordance with a base course design set by the Highway Department.

The proposed project is to place a crushed rock leveling course on the county-placed bottom course base and construct a type O-11 oil mat wearing surface 20 feet in width with 3-foot shoulders.

The balance of this route, excepting an 0.5 mile section inside the city of Heppner, has a light gravel wearing surface 16- to 18 feet in width on a 20- to 22-foot wide roadway. The section inside Heppner has a 22-foot wide bituminous pavement with 5-foot shoulders. The county plans to continue reconstruction of this route through an oil mat wearing surface as funds permit.

This road serves irrigated pasture lands, cattle ranches, and wheat farms. It also serves as an outlet for timber products from the Umatilla National Forest. It is a school bus and mail route.

Morrow
~~Morrow~~ County
Length: 5.5 miles

Funds:	Federal	\$33,600.
	State	11,200
	County	<u>11,200</u>
	Total	\$56,000

NOTED
J. F. HAGE

JFH:mm

NOTED
V. R. JONES

FORM 830-10M-10-54-79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1955

NOTED
Harold C. Ayers

REFERRED TO

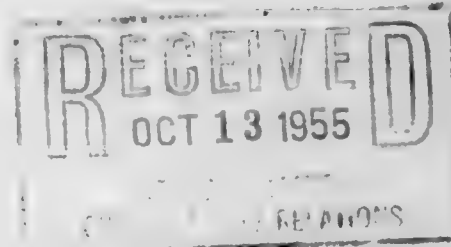
Catrrall
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
J. W. CATTRALL

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN



Morrow County has requested a project on the Willow Creek County Road for construction with FAS funds presently available to that county. This road is not presently on the FAS System; however, existing routes have been improved to AASHO standards and the Willow Creek Road would qualify for addition to the FAS System. This road extends from Heppner southeasterly to the Umatilla National Forest boundary.

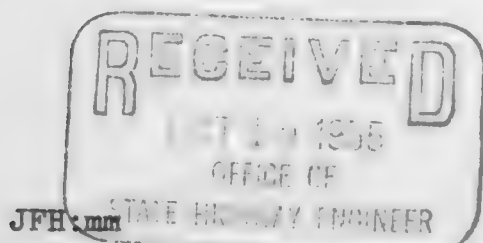
The project as requested by the county would be for placing of a leveling course and O-11 on the grade and bottom course base constructed by county forces. This route has some log haul and under our general policy would require asphaltic concrete pavement; however, the county was quite insistent in its request for an O-11 and we advised that we would take the matter up with you.

The A.D.T. for this entire route as determined by our traffic division in August of this year is 95 and 110 for the six mile section immediately east of Heppner proposed for immediate improvement. Of the 110, vehicles, up to but not exceeding 16 are loaded log trucks. The balance are passenger cars, pick-ups, and light farm trucks. The log haul is confined to approximately 8 months per year. Logging operations are shut down through the heavy thaw and snow season. Based on all available information the log haul is not expected to exceed 25 loaded trucks per day in the foreseeable future. As you know, Morrow County is a comparatively dry area and oil mat wearing surfaces have been very successful in this area. The base and oil aggregate will be constructed from crushed rock which is readily available.

It would be appreciated if you would advise us whether or not construction of an O-11 type oil mat with binder course would be permissible on this section of road.

John W. Catrrall
Engineer, County and City Relations

By: John F. Hagemann
Assistant Engineer



5000

I-176(17) & Five Undercrossing 1957
I-176(18) Structures on N. Jefferson
#5000 Jct.-N. Albany Sec.

RECEIVED
SEP 17 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 5, 1958

I-176 (17)
(CONTRACT NO.)
I-176 (18)
5000
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

10 Final
(WARRANT NO.)

F. H. McKean
(AMOUNT)

(DATE)

20153

H222056

\$ 25,944.16

9-5-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 240 workdays from 7-15-57

Time Extensions: None

Completion Date: Aug. 2, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 15, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: SEP 15 1958
Glaisyer

NOTED ON CARD
dm

RECEIVED
AUG 29 1958

FOR FILING

I-176-71

I-176-71

5800

Aug. 27, 1958

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5000 for five undercrossing structures on the N. Jefferson Junction-N. Albany Section of the Pacific Highway in Marion and Linn Counties was completed by the contractor, F. H. McEwen, on August 2, 1958, but has not as yet been accepted by the Commission.

Final payment in the amount of \$25,944.16 will be released to the contractor after acceptance by the Commission. The total contract amount is \$324,951.31, of which amount \$989.82 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

em

RECEIVED
JUL 12 1957

FOR FILING

I-176(18)

5000

00-35

July 10, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-176(18), Structures on the N. Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. FOLK
Division Engineer

Orig. to Mr. Stephenson

NOTED
C. S. JACKSON

RECEIVED
JUL 18 1957

FOR FILING

11
126
54

July 5, 1957

F. H. McIwen
1671 Villard Street
Eugene, Oregon

Dear Mr. McIwen:

The State Highway Commission on June 27, 1957 accepted your proposal for five undercrossing structures on the North Jefferson Junction - North Albany section of the Pacific Highway in Marion and Linn counties for the sum of \$322,935.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5099.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

vjd

cc - Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED

J. Mc C.

RECEIVED
JUL 9 1957

FOR FILING

176-1714
I-176 (18)
5000

July 5, 1957

Mr. C. G. Polk, District Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Mr. Polk:

Re: Five Undercrossing Structures on the
N. Jefferson Junction-N. Albany Section
FAP No. I-176(17) & (18)

On June 27 the State Highway Commission accepted the low bid of F. H. McIlwain in the amount of \$322,935.50 for the above project and instructed the Engineer to award the contract to said bidder as soon as certain matters pertaining to rights of way had been cleared up.

All rights of way for the project have been acquired, and I propose to award the contract to the low bidder as of this date. May I have your concurrence in the award of this contract.

Contract number for the project will be 5000.

Very truly yours,

W. C. Williams
State Highway Engineer

S-340(1) - Deschutes Co. Rds. Cilling 1957
S-347(1) & Proj. on 9 Rds., near Bend,
S-198(2) #5001 Terrebonne, & Redmond

INVOICE
Oregon State Highway Department
SALEM, OREGON

NOTED
C. G. HENSON

Deschutes County
Bond, Oregon

Attne County Court

*Contract 5001
1957 Piling*

NOTED
John F. Hagemann

Invoice No. 56151

Date June 26, 1958

Your Req. No.

Billing Request No. cc 412

Credit Distribution: 509-1011-297

Final Billing: Deschutes County Roads Piling, 1957, covered by agreement dated 6/21/57.

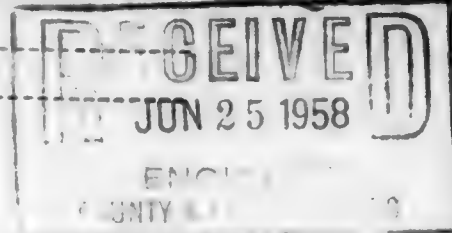
Original advance deposit	21,264.07	
Less amount previously transferred	<u>16,264.07</u>	
Balance in advance deposit		5,000.00

County share total cost as per attached statement	18,295.90	
Less amount previously transferred	<u>16,264.07</u>	
Balance		<u>2,031.83</u>

ACKNOWLEDGMENT OF BILLING REQUEST 12,268.17

Cash Received with Request: \$

By



NOTED
Harold C. Ayers

June 19, 1958

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
JONES

NOTED
John F. Hagemann

John F. Hagemann
Gentlemen:

Final costs are now available for the Deschutes County
Oiling (1957) Project on FAS 657, 778, 779, 783, 785, 786, 790, 791,
and 793. As shown in the attached cost statement a refund of
\$2,968.17 is due the county. In accordance with your request this
refund is being retained as part of the deposit required in connec-
tion with the Deschutes County Oiling (1958) Project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed 10/1/57

ITEMIZED STATEMENT OF FINAL COSTS

County Deschutes

Contract No. 5001

Date June 19, 1958

FAS 657, 778, 779, 783, 785, 786, 790, 791, and 793.

Section

Deschutes County Billing (1957)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement.				\$85,996.62
Construction Engineering.				<u>4,156.17</u>
TOTAL CONSTRUCTION COSTS.				\$90,152.79
FEDERAL FUNDS COLLECTED FOR PROJECT				\$53,561.00

AGREED COUNTY SHARE OF TOTAL COSTS

(50% of difference between total costs and federal funds)

$(\$90,152.79 - \$53,561.00) \times 1/2 = \$18,295.90$

County advance deposit. \$21,264.87

Less County Share. 13,295.90

REFUND TO COUNTY. \$ 2,968.97

JFH:mm

To CENTRAL TRADING CO., CHICAGO, ILL. Dr

Postoffice address . . Eugene, Oregon

Work done to October 1, 1957..... Contract No. 5440

Prefix No. ~~509-1044-201(41)~~..... Estimate No. 7

ITEM	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount
Preparation of base	mil	150.00	17.50	2,625.00	2,235.00
Finishing & placing aggregates	c.y.	4.00	8,694	34,776.00	34,776.00
C-3 as built	ton	47.50	313.83	14,906.93	14,906.93
200-300 asp alt	ton	44.50	709.83	31,587.44	31,542.94
Gravel	1/2 gal	5.00	292.6	1,463.00	1,463.00
Free Account				638.25	197.54

ITEM	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount
Preparation of base	mil	150.00	17.50	2,625.00	2,250.00
Gravel base - placing aggregates	c.y.	4.00	8,694	34,776.00	34,776.00
Gravel base	ton	47.50	313.83	14,906.93	14,906.93
Gravel base, alt	ton	44.50	709.83	31,587.44	31,587.44
Oil	1/2 gal	5.00	292.6	1,463.00	1,463.00
Free Account				638.25	197.54

Audited and approved by	Totals	85,976.62	85,511.41	1,465.21
Period covered To 10/1/57	% Retained	0	9,545.31	9,545.31
Items	Total Payments	85,976.62	85,916.07	60.55

Computed by H. S. Con Checked by To be paid contractors, this estimate, \$ 3,050.55
 Engineer H. S. Con
 Previous Voucher No. 21104
 State Printing

RECEIVED
MAY 12 1958

W.C. Williams

WILLIAMS

FINAL ANALYSIS

May 2, 1958

FOR FILING
Deschutes County Roads
Contract No. 5001

Central Heating Company, Contractor
H. S. Cox, Resident Engineer

9 County Roads
Prefix 509-1044

83400-13470
8-197-2
3001

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	17.5	Miles	\$150.00	\$83.57	\$ 1,462.61	\$ 2,625.00
Furn. & Place Aggregates	8,694	Cu. Yds.	4.00	4.02	34,992.40	34,776.00
RC-3 Asphalt	313.83	Tons	47.50	44.62	14,005.19	14,906.93
200-300 Asphalt	709.83	Tons	44.50	41.51	29,462.98	31,587.44
Sprinkling	292.6	M-gals.	5.00	2.01	587.98	1,463.00
Force Account (State's share of flagging cost)					<u>638.25</u>	<u>638.25</u>
					\$81,149.41	\$85,996.62

Gross Revenue	\$85,996.62
Total Cost	<u>81,149.41</u>
Net Profit	\$ 4,847.21

Net Profit Equals 5.6 Per Cent of Gross Revenue

DETAIL OF COST

LABOR:

Labor and Supervision	\$18,164.42	
Labor Insurance	1,445.97	
Health and Welfare	<u>744.04</u>	
		\$20,354.43

MATERIALS:

RC-3 Asphalt	313.83	Tons	At	\$29.75	\$ 9,336.44	
Freight on RC-3 Asphalt	313.83	Tons	"	\$ 7.35	2,306.65	
200-300 Asphalt	709.83	Tons	"	\$ 27.00	19,163.41	
Freight on 200-300 Asphalt	709.83	"	"	\$ 7.35	<u>5,217.25</u>	
						\$36,023.75

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rentals (Owned)	\$15,496.04	
Hired Equipment	591.90	
Gas, Oil, and Grease	4,474.25	
Freight and Cartage	368.90	
Small Tools and Misc. Supplies	540.32	
Bond	426.28	
Home Office and General Overhead	<u>2,525.54</u>	
		\$24,423.23
Crushed Cinders Bought		<u>348.00</u>
		\$81,149.41

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up (3 Setups)	8,520	Cu. Yds.	\$ 3,578.56	\$0.421
Load and Haul to Crusher	8,520	Cu. Yds.	5,784.97	0.678
Crushing	8,520	Cu. Yds.	7,228.18	0.848
Haul & Stockpiling at Plant	<u>8,520</u>	<u>Cu. Yds.</u>	<u>1,844.17</u>	<u>0.216</u>
	8,520	Cu. Yds.	\$18,435.88	\$2.163

The crusher operated 200.5 hours to produce 8,520 cubic yards, for an average of 42.5 cubic yards per working hour.

Note: This was a 3-crusher setup -- 2 in cinders and 1 setup in gravel.

REMARKS:

This was a "Federal-Aid Secondary Project" calling for the construction of 17.5 miles of Type O-9 and O-11 oil mat wearing surface on nine county roads in Deschutes County. The project was bid June 27, 1957, work started August 12, 1957, and the project was completed October 1, 1957.

On August 12, 1957 the contractor moved a small 2-crusher unit into Camp Abbot cinder pit. From this pit all cinder aggregate used on Unit "I", "Unit "G" and Unit "F" was crushed. On August 14, 1957 a complete oiling outfit was moved to Unit "I". After completing this unit the oiling unit was moved to Southern Oregon to complete other work. After completing crushing from Camp Abbot pit the crusher was moved to Wiegand cinder pit west of Terrebonne. All cinder aggregate used on Unit "A", Unit "B", Unit "C", Unit "D" and Unit "E" was crushed from this pit. After completing crushing from this pit the crushing plant was moved to a gravel pit at Alfalfa. Due to rain and wet crushing material the contractor was forced to buy 174 cubic yards of cinders from a commercial crushing plant in Redmond to finish Unit "H". All oiling was completed October 1, 1957.

The contractor, having a low bid price on crushed aggregates, was able to realize only a small profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
DEC 16 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 10, 1957

8-340(1) - 8-347(1)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5001
(VOUCHER NO.)

3 Final
(WARRANT NO.)

Central Heating Co. Ore. Ltd.
(AMOUNT) (DATE)

27473

8198164

\$3,050.55

12-10-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **50 workdays from 7-18-57**

Time Extensions: **None**

Completion Date: **Oct. 1, 1957**

Date Accepted: **10-31-57**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Dec. 11, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

DEC 11 1957
[Signature]

NOTED ON CARD
[Signature]

RECEIVED
DEC 2 1957

FOR FILING

Nov. 29, 1957

REGISTERED MAIL

Fidelity & Deposit Co.
Robert B. Cumming, Mgr.
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5001 for oiling on the Deschutes County Roads was completed by the contractor, The Central Heating Company, Oreg. Ltd., on Oct. 1, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of \$3,050.55 will be released to the contractor on or after Dec. 9, 1957. The total contract amount is \$85,996.62, of which amount \$638.25 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Fidelity & Deposit Co.
Baltimore 3
Maryland

NOTED ON CARD

OK

OREGON STATE HIGHWAY DEPARTMENT 3400-3347(1)4
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY 5001

Section Deschutes County Roads Oiling Project For Week Ending Oct. 18, 1957 19__
 Highway 9 Co. Roads County Deschutes Kind of work Oiling
 Contractor The Central Heating Co. Section prefix 509-1044
 Date of contract 7-8-57 19__ Contract number 5001
 Date work started 8-12-57 19__ Specified work days 50
 Project authorization \$ 96,080.63 Work days used 50
 Exclusive of engineering \$ 89,248.23 Per cent of time elapsed 100 %
 Estimated cost of completed project, exclusive of engineering \$ 89,248.23
 Estimated per cent overrun or underrun 0 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 6832.40
 Engineering cost to date \$ 6832.40 100 % Date project was completed Oct. 1, 1957 19__

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final was submitted to the Division office Oct. 1 7th.
 Reports will be discontinued.

Signed Ey B

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				17.5	
Miles partially completed					
Miles completed				17.5	
Total estimated quantities (contract)				Asp. 1000 Agg. 9000	
Total quantities corrected to date				Asp. 1023.66 Agg. 8694	
Estimated quantities moved or placed to date				Same	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift				no work	
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	Fair all week		
Wednesday			
Thursday			
Friday			
Saturday			

Monthly Transaction No. 10-87	Form 2 (5-1-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT		County Deschutes
			Project No. 8-199(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Junction PA-5 southeast to west end of Project 8-199(1) west of Redmond (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/7/57	2.0
Other (Specify)		

FUNDS

Estimated total cost of project
\$9,883.50

Federal funds
\$6,100.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By

Charles Rignolds

Chairman, State Highway Commission

(title)

By

Member, State Highway Commission

(title)

By

Member, State Highway Commission

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By

C. J. Polk

Division Engineer

Date executed by

Division Engineer **October 14, 1957**

RECOMMENDED FOR APPROVAL:

[Signature]

STATE HIGHWAY ENGINEER

USComm-DC 11169

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*West Unit, Line for 1500 Feet Section
Callow and Atkinson road.
Deschutes County*

NATURE OF WORK:

Oil Mat Surfacing

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5001 5001 The Central Heating Co. 7-8-57

DATE OF COMPLETION: 50 Workdays from 7-18-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-199(2)

WEST UNIT, CLINE FALLS-REDMOND JUNCTION SECTION

OF THE CATION AND ATKINSON ROUNDS IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Type Code 3210

Roadway (Sta. 0+00 to Sta. 105+60) (Contract No. 5001)

Preparation of Base	2.00 Miles	\$150.00	\$ 300.00
Furnishing and Placing Aggregates	910 cu. yds.	4.00	3,640.00
EC-3 Asphalt	40 tons	47.50	1,900.00
200-300 Asphalt	70 tons	44.50	3,115.00
Sprinkling	6 M-gal.	5.00	<u>30.00</u>
	Subtotal		\$8,985.00
	10% Engr. & Cont.		<u>898.50</u>
	Total		\$9,883.50

Length of Roadway - - - - - 2.000 Miles

Cost of Roadway Per Mile - - - - - \$4,941.75

Federal Funds - - - - -	\$6,100.00
State Funds - - - - -	1,891.75
County Funds - - - - -	<u>1,891.75</u>
	\$9,883.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Notes Necessary funds have been deposited by Deschutes County with the Highway Department.

Monthly Transaction No. 10-91	Form -2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon County Deschutes Project No. 8-340(1)
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT		
The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.			
Project termini Doney Road Section from Deschutes County Line south to Junction FA 4 (a county road).			
Project classification or class of work		Effective date of authorization	Approximate length
Highway planning			
Preliminary engineering			
Rights-of-Way			
Construction		6/7/57	0.7
Other (Specify)			
FUNDS			
Estimated total cost of project \$ 3,493.05		Federal funds \$ 2,100.00	
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.			
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department)		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
By <u>Charles Reynolds</u> Chairman, State Highway Commission (title)		By <u>C. H. Polk</u> Division Engineer	
By _____ Member, State Highway Commission (title)		Date executed by Division Engineer <u>October 14, 1957</u>	
By <u>[Signature]</u> Member, State Highway Commission (title)		RECOMMENDED FOR APPROVAL: <u>[Signature]</u> STATE HIGHWAY ENGINEER	

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Doney Road Section
Doney Road
Deschutes County*

NATURE OF WORK:

Oil Heat Survey

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5001

5001 The Central Heating Co. 7-8-57
Oreg. Ltd.

DATE OF COMPLETION: 50 Workdays from 7-18-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-340(1)

DONEY ROAD SECTION OF THE DONEY ROAD

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Type Code 1210

Roadway (Sta. 0+00 to Sta. 36+96) (Contract No. 5001)

Preparation of Base	0.70 miles	\$150.00	\$ 105.00
Furnishing and Placing Aggregates	320 cu. yds.	4.00	1,280.00
HC-3 Asphalt	15 tons	47.50	712.50
200-300 Asphalt	24 tons	44.50	1,068.00
Sprinkling	2 M-gal.	5.00	10.00
	Subtotal		\$3,175.50
	10% Engr. & Cont.		317.55
	Total		\$3,493.05

Length of Roadway - - - - - 0.7000 Mile
Cost of Roadway Per Mile - - - - - \$4,990.07

Federal Funds - - - - -	\$2,100.00
State Funds - - - - -	696.50
County Funds - - - - -	696.55
	<u>\$3,493.05</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Monthly Transaction No. 10-92	Form 2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT		County Deschutes
			Project No. 8-341(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
F.A. 4 approx. 15 miles north of Terrebonne to junction FAS 322 approx. 0.5 miles east of Terrebonne (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/7/57	2.8
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 13,378.75	Federal funds \$ 8,200.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By *Charles Rymer*
Chairman, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *C. H. Folk*
Division Engineer

By *W. H. Starnes*
Member, State Highway Commission
(title)

By *W. H. Starnes*
Member, State Highway Commission
(title)

Date executed by
Division Engineer **October 14, 1957**

RECOMMENDED FOR APPROVAL

W. H. Starnes
HIGHWAY ENGINEER

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Austin Road Section
Austin Road
Dacotah County

NATURE OF WORK:

[Faint handwritten notes]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5001 The Central Heating Co. 7-8-57
Oregl Ltd.

DATE OF COMPLETION: 50 Workdays from 7-18-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-341 (1)

ALBANY ROAD SECTION OF THE ALBANY ROAD

IN DECHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Time Code 3210

Roadway (Sta. 0+00 to Sta. 1+7+04)
(Contract No. 5001)

Preparation of Base	2.80 miles	\$150.00	\$ 430.00
Furnishing and Placing Aggregate	1,275 cu. yds.	4.00	5,100.00
BC - 3 Asphalt	50 tons	47.50	2,375.00
200-300 Asphalt	95 tons	44.50	4,227.50
Sprinkling	8 H-Gal.	5.00	10.00
			<u>10.00</u>
			\$12,162.50
			<u>1,216.25</u>
			\$13,378.75

Length of Roadway 2.800 miles
Cost of Roadway per Mile \$4,777.98

Federal Funds	\$ 8,300.00
State Funds	2,589.30
County Funds	<u>2,589.45</u>
	\$13,378.75

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

Funds for Maintenance: Chapter 529, Laws 1939.

NOTE Necessary funds have been deposited by Dechutes County with the Highway Department.

5001

Monthly Transaction No. 10-93	For 2 (5-2-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT		County Deschutes
			Project No. 8-342(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Parshall Road section, from junction FAS 638 to junction FAS 690 (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/7/57	2.0
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 9,883.50	Federal funds \$ 6,100.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By *Charles H. Reynolds*
Chairman, State Highway Commission
(title)

By _____
Member, State Highway Commission
(title)

By *[Signature]*
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *C. J. Polk*
Division Engineer

Date executed by
Division Engineer **October 14, 1957**

RECOMMENDED FOR APPROVAL:
[Signature]
STATE HIGHWAY ENGINEER

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Perchall Road Section
Perchall Road
Dumfries County*

NATURE OF WORK:

Oil Mat Siding

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5001 The Central Heating Co. 7-8-57
 Oreg. Ltd.

DATE OF COMPLETION: 50 Workdays from 7-18-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-362 (1)

PERMANENT ROAD SECTION OF THE
PERMANENT ROAD IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Item Code 3220

Rehway (Sta. 0+00 to Sta. 105+60)
(Contract No. 9001)

Preparation of Base	2.00 miles	\$150.00	\$ 300.00
Furnishing and Placing Aggregate	920 cu. yds.	4.00	3,680.00
HC - 3 Asphalt	40 tons	47.50	1,900.00
200-300 Asphalt	70 tons	44.50	3,115.00
Sprinkling	6 H-Gals.	5.00	30.00
	Subtotal		\$8,985.00
	10% Supr. & Cont.		898.50
	Total		\$9,883.50

Length of Rehway 2.000 miles
Cost of Rehway Per Mile \$4,941.75

Federal Funds	\$6,100.00
State Funds	1,821.75
County Funds	1,821.75
	\$9,883.50

State Funds for Construction: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1939.

Funds for Maintenance: Chapter 529, laws 1939.

REMARKS Necessary funds have been deposited by Deschutes County with the Highway Department.

Contract 5001

Monthly Transaction No. 10-94	Form -2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	to Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT		County Deschutes
			Project No. S-343(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Euston Road section, from Junction FAS 657 south approximately 0.5 mile (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/7/57	0.5
Other (Specify)		

FUNDS

Estimated total cost of project \$ 2,503.60	Federal funds \$ 1,500.00
---	-------------------------------------

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *Charles Reynolds*
Chairman, State Highway Commission
(title)

By *C. J. Folk*
Division Engineer

By _____
Member, State Highway Commission
(title)

Date executed by
Division Engineer **October 14, 1957**

By *[Signature]*
Member, State Highway Commission
(title)

RECOMMENDED FOR APPROVAL

[Signature]
STATE HIGHWAY ENGINEER

USComm-DC 11169

(b) No obligation of previous approval by the State for the creation of this fund under Intersectate by High-Work State of this 1080

Euston Poor Section
Euston Poor
Description of

0.1 Mat 5.1.1

5001 The Central Heating Co. 7-8-57
Oreg. Ltd.

DATE OF COMPLETION: 50 word days from 7-18-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-343 (1)

BURTON ROAD SECTION OF THE MILTON ROAD
IN DESSAUER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Item Code 3210
Roadway (Sta. 0+00 to Sta. 26+40)
(Contract No. 5001)

Preparation of Base	0.50 miles	\$150.00	\$ 75.00
Furnishing and Placing Aggregates	230 cu. yds.	4.00	920.00
BC - 3 Asphalt	10 tons	47.50	475.00
200-300 Asphalt	13 tons	64.50	801.00
Sprinkling	1 H-Gal.	5.00	5.00
	Subtotal		\$2,276.00
	10% Engr. & Cont.		227.60
	Total		\$2,503.60

Length of Roadway 0.500 mile
Cost of Roadway Per Mile \$5,007.20

Federal Funds	\$1,500.00
State Funds	501.80
County Funds	501.80
	<u>\$2,503.60</u>

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

Funds for Maintenance: Chapter 529, Laws 1939.

NOTE: Necessary funds have been deposited by Deschutes County with the Highway Department.

Monthly Transaction No. 10-95	Form 2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT	
		Oregon County Deschutes Project No. 8-344(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Hoff Road Section, from Bend city limits east approximately 1.25 miles (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/7/57	1.2
Other (Specify)		

FUNDS

Estimated total cost of project \$ 5,739.25	Federal funds \$ 3,500.00
---	-------------------------------------

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By Charles Reynolds
Chairman, State Highway Commission
(title)

By [Signature]
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. J. Folk
Division Engineer

Date executed by
 Division Engineer October 14, 1957

RECOMMENDED FOR APPROVAL:

[Signature]
STATE HIGHWAY ENGINEER

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Hoff Road Section
Hoff Road
Hoff Road*

NATURE OF WORK:

Asphalt Paving

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5001 The Central Heating Co. 7-8-57
 Oreg. Ltd.

DATE OF COMPLETION: 50 Workdays from 7-18-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-34A(1)

NEFT ROAD SECTION OF THE NEFT ROAD

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Type Code 3210

Roadway (Sta. 13+20 to Sta. 79+20) (Contract No. 5001)

Preparation of Base	1.25 Miles	\$150.00	\$ 187.50
Furnishing and Placing Aggregates	570 cu. yds.	4.00	2,280.00
RC-3 Asphalt	20 tons	47.50	950.00
200-300 Asphalt	40 tons	44.50	1,780.00
Sprinkling	4 M-gal.	5.00	20.00
	Subtotal		\$5,217.50
	10% Engr. & Cont.		521.75
	Total		\$5,739.25

Length of Roadway - - - - - 1.250 Miles
Cost of Roadway Per Mile - - - - - \$4,591.40

Federal Funds - - - - -	\$3,500.00
State Funds - - - - -	1,119.60
County Funds - - - - -	1,119.65
	\$5,739.25

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Dept.

Monthly Transaction No. 10-96	Form 2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT		County Deschutes
			Project No. 8-345(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Horsell Road Section, from Junction PAS 554 southeasterly 2.5 miles (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/7/57	2.5
Other (Specify)		

FUNDS

Estimated total cost of project \$ 12,218.25	Federal funds \$ 7,500.00
--	-------------------------------------

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *Charles Reynolds*
Chairman, State Highway Commission
(title)

By *C. H. Folk*
Division Engineer

By *Member, State Highway Commission*
(title)

Date executed by
Division Engineer **October 11, 1957**

By *Member, State Highway Commission*
(title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

NATURE OF WORK:

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5001 The Central Heating Co. 7-8 -57
Oreg. Ltd.

DATE OF COMPLETION: 50 Workdays from 7-18-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-345(1)

HORSELL ROAD SECTION OF THE HORSELL ROAD

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Type Code 3210

Roadway (Sta. 0+00 to Sta. 132+00) (Contract No. 5001)

Preparation of Base	2.50 miles	\$150.00	\$ 375.00
Furnishing and Placing Aggregates	1,135 cu. yds.	4.00	4,540.00
NC-3 Asphalt	50 tons	47.50	2,375.00
200-300 Asphalt	85 tons	44.50	3,782.50
Sprinkling	7 M-gal.	5.00	<u>35.00</u>
	Subtotal		\$11,107.50
	10% Engr. & Cont.		<u>1,110.75</u>
	Total		\$12,218.25

Length of Roadway - - - - - 2.500 Miles
Cost of Roadway Per Mile - - - - - \$4,887.30

Federal Funds - - - - -	\$ 7,500.00
State Funds - - - - -	2,359.10
County Funds - - - - -	<u>2,359.15</u>
	\$12,218.25

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Monthly Transaction No. 10-97	Form 2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT		County Deschutes
			Project No. 8-346(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Bear Creek Road, from Bend city limits east to FAS 692 (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/7/57	1.2
Other (Specify)		

FUNDS

Estimated total cost of project \$ 5,739.15	Federal funds \$ 3,500.00
---	-------------------------------------

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By *Charles Rymer*
Chairman, State Highway Commission
(title)

By _____
Member, State Highway Commission
(title)

By *W. B. Skinner*
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *C. H. Folk*
Division Engineer

Date executed by
Division Engineer **October 14, 1957**

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11169

obligation of previous
intent is created by pro-
val by the being to pro-
Interstate by this
of Section by High-
Stations to the

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Bear Creek Section
Bear Creek
Deschutes County

NATURE OF WORK:

oil Mat Surfactant

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5001 The Central Heating Co. 7-8-57
Oreg. Ltd.

DATE OF COMPLETION: 50 Workdays from 7-18-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 5-346(1)

BEAR CREEK SECTION OF THE BEAR CREEK ROAD

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Type Code 3210

Roadway (Sta. 13+20 to Sta. 79+20) (Contract No. 5001)

Preparation of Base	1.25 miles	\$150.00	\$ 187.50
Furnishing and Placing Aggregates	570 cu. yds.	4.00	2,280.00
HC-3 Asphalt	20 tons	47.50	950.00
200-300 Asphalt	40 tons	44.50	1,780.00
Sprinkling	4 M-gal.	5.00	20.00
	Subtotal		\$5,217.50
	10% Engr. & Cont.		521.75
	Total		\$5,739.25

Length of Roadway - - - - - 1.250 Miles
Cost of Roadway Per Mile - - - - - \$4,591.40

Federal Funds - - - - -	\$3,500.00
State Funds - - - - -	1,119.60
County Funds - - - - -	1,119.65
	<u>\$5,739.25</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Monthly Transaction No. 10-98	Form 2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT		County Deschutes
			Project No. 8-347(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Deschutes National Forest Boundary easterly to FAP Route 4 (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction		
Other (Specify)	6/7/57	4.0

FUNDS	
Estimated total cost of project \$ 28,437.75	Federal funds \$ 17,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By *Charles Rymond*
Chairman, State Highway Commission
(title)

By _____
Member, State Highway Commission
(title)

By *[Signature]*
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *[Signature]*
Division Engineer

Date executed by
Division Engineer **October 14, 1957**

APPROVAL:
[Signature]
STATE HIGHWAY ENGINEER

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Vandervert - Mr. J. L. Sullivan

NATURE OF WORK:

2.1 Mai 2010

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5001 The Central Heating Co. 7-8-57
Oreg. Ltd.

DATE OF COMPLETION:

REMARKS: 50 Workdays from 7-18-57

Oregon State Highway Department

Federal Aid Secondary
Project No. 9-347 (1)

IMPROVEMENT AND MAINTENANCE SECTION OF THE VANWATER-NEEDLE

ROAD IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1957

Time Code 5231

Recovery (Sta. 0+00 to Sta. 21+20)
(Contract No. 5001)

Preparation of Base	4.00 miles	\$150.00	\$ 600.00
Purchasing and Placing Aggregate	2,850 cu. yds.	4.00	11,400.00
BC - 3 Asphalt	75 tons	47.50	3,562.50
200-300 Asphalt	230 tons	44.50	10,235.00
Springling	11 H-Gals.	5.00	55.00
	Subtotal		\$25,852.50
	10% Engr. & Cont.		2,585.25
	Total		\$28,437.75

Length of Recovery 4.000 Miles
Cost of Recovery Per Mile \$ 7,109.31

Federal Funds	\$27,600.00
State Funds	5,428.80
County Funds	5,413.95
	\$28,437.75

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws, 1920;
Chapter 529, Laws 1939.

Funds for Maintenance: Chapter 529, Laws 1939.

REMARKS Necessary funds have been deposited by Deschutes County with the Highway Department.

1950

1957

FAS 791 County Deschutes Contract No. 5001

Section 57-C-91 57-C-124 0.21 mi from E. End looking W

Location _____

_____ 10-1-57 _____



7-61-51 Dr. E. W.

18-2-51
12-1-51

Locat
Sect
PAS 7

57

1957

7-8/51 Dr. E. W.

10/1/51 FAS 777

... .. 71

... ..

Locat:

Sectt:

FAS 7

1957

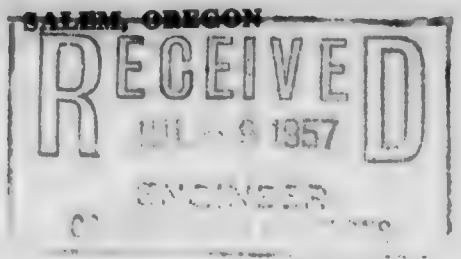
1957

NOTED
V R JONES

INVOICE

NOTED
Harold C. Ayers

Oregon State Highway Department



Deschutes County
Bond, Oregon
Attn: County Court

Invoice No. 51356

Date July 8, 1957

Your Req. No.

Billing Request No. 336

Credit distribution: 509-1044-297

Advance Deposit

NOTED
John R. Hanson

^{192 Proj.}
^(refused)
19,898.00 + 1366.07
for a total of 21,264.07

Partial transfer county's share total cost.

Deschutes County FAS Oiling, FAS 657, 778, 779, 783, 785,
786, 790, 791, and 793, covered by agreement dated June, 1957.

14,898.00 + 1366.07

To be retained

85,000.00 OK

NOTED
JOHN D. GRAHAM
REQUEST

NOTED
J. HANSON

ACK
[Signature]
By _____

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 8, 1957

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of a cash advance deposit of \$13,898 which when added to the \$7,366.07 refund due the county on the 1956 county FAS project, makes a total deposit of \$21,264.07 in connection with the Deschutes County Oiling Project on FAS 657, 778, 779, 783, 785, 786, 790, 791, and 793. Contract No. 5001 has been awarded to Central Heating Co., Oregon Limited, of Eugene, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
JUL 10 1957

FOR FILING

July 1, 1957
Salem, Oregon

1-4000-1-170
1-199(2)
5001

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies each of nine maintenance agreements and one conformed copy of a finance agreement with Deschutes County covering County Roads Oiling Projects on FAS 657,778, 779,783,785,786,790,791 and 793.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Deschutes County.

Secretary

rn
Attach

REFERRED TO
BY SECRETARY

Guery
to file

RECEIVED
JUL 18 1957

FOR FILING

July 8, 1957

The Central Heating Co., Inc. Ltd.
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 accepted your proposal for oiling on nine roads near Terrebonne, Redmond and Bend in Deschutes County for the sum of \$85,255, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5001.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cjd

cc - Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Pac. Builder & Engineer, Inc.
2419 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 27, 1957

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Gentlemen:

On June 27th a satisfactory bid from Central Heating Co., Oregon Ltd., of Eugene, was received for oiling FAS 657, 778, 779, 783, 785, 786, 790, 791, and 793. As per the agreement between county and state the following advance deposit is required prior to awarding of a contract:

	FAS Projects	(In Bend) Co. Projects	Total
Bid Items	\$82,979.00	\$2,276.00	\$85,255.00
Flagging	150.00	--	150.00
12-1/2% Engring & Conting.	10,391.63	284.00	10,675.63
Estimated Total Cost.....	\$93,520.63	\$2,560.00	\$96,080.63

County Advance Deposit:	100% of Co. Projects in Bend	\$ 2,560.00
	20% of FAS projects.....	18,704.13
	Total.....	\$21,264.13
Less Refund due on 1956 Oiling Projects.....		7,366.07

Cash Deposit Due..... \$13,898.06/say \$13,898.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of \$13,898, forwarding same to this office. Upon receipt of same a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:ma

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

509-1044
Cont. # 5001

NOTED
R. JONES

NOTED
Harold C. Ayers

June 11, 1957

Hon. C. L. Allen
Deschutes County Judge
Bend, Oregon

NOTED
John F. Hagemann

Dear Judge Allen:

Enclosed are two copies of an agreement covering finances, six copies each of nine maintenance agreements, six copies each of nine encroachment resolutions, and a copy of the plans and specifications for the Deschutes County Roads FAS oiling project on FAS 657, 778, 779, 783, 785, 786, 790, 791, and 793.

The finance agreement covers state and county participation in project costs and provides for an advance deposit by the county after bids have been received but prior to awarding of a contract. As per our telephone conversation the total participating cost has been set at \$95,000. The estimated total cost for this project including engineering and contingencies is \$111,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis of the county's deposit. Please treat the above estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads.

The plans and specifications are for your information and records.

If satisfactory, please have the County Court sign, the County Clerk attest with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission fully executed copies of each agreement will be returned for the county's files. All documents should be mailed so as to arrive in this office prior to June 21st.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
V. P. JONES

NOTED
Harold C. Ayers

May 20, 1957

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Gentlemen:

On May 16th the Highway Commission approved the extension of the Austin Road project on FAS 779 as described in the attached tabulation. This action was in accordance with your verbal request through our division office in Bend.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att: 57-d

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

DESCHUTES COUNTY
PROPOSED PROJECT

FAS 779 - Austin Road Section (Extension), approximately 1 mile, \$6,000. This section extends from a county road junction approximately 1 mile northeast of Terrebonne (southerly end of originally programmed Austin Road Section), westerly and southerly to FAS 322 approximately 0.5 mile east of Terrebonne. This is an extension of the Austin Road Section approved by the Highway Commission 12/17/56.

The proposed project is to construct a 20' wide O-9 with binder on the grade and base prepared by Deschutes County. The county will also place shoulder material. The FAS project will be for oiling only and should be included in the contract for some 15 miles of oiling scattered sections of road approved 12/17/56.

MEMO TO J. W. NASH
5/13/57

NOTED
Harold C. Ayers

NOTED
V. R. JONES

FAS 657, DESCHUTES COUNTY

TERMINI: From FAP ROUTE 5, southerly and easterly to west end of Project
S-199(1). (West Unit, Cline Falls-Redmond Jct. Section)

PROPOSED WORK: Construct two-lane low type surface.

PROJECT LENGTH: 2.00 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	\$12,000	\$6,200	\$2,400	\$3,400 (Co.)

EXISTING FACILITY:

ROADWAY: 24' cinder base & surface constructed by co. during 1957.
No substandard grade or alignment.

STRUCTURES: None

ADJACENT SECTIONS:

WEST END - ~~16'~~ 16' - 18' light gravel wearing surface on 20' to 24'
roadbed.

EAST END: Connects with project S-199(1) presently improved to 20'
oiled surface with 1' shoulders.

PROJECT DATA: Construct 20' wide type O-9 oil mat wearing surface on grade
and base constructed by co. to approved hwy. standards. Co. to place
shoulder aggregate 2' in width without federal cooperation.

ROW WIDTH: Normal 40'

MINIMUM DESIGN STANDARDS: No exception

ACCESS CONTROL: None

RR CROSSING: None

SYSTEM ACTION: None required

UNUSUAL OR COMPLICATED SITUATION: None

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

JFH:mm

MEMO TO J. W. NASH
5/13/57

NOTED
Harold C. Ayers

NOTED
V. R. JONES

FAS 778, DESCHUTES COUNTY

TERMINI: Co. Rd. Jct. at the Deschutes-Jefferson Co. Line southerly to
Jct. with FAP Route 4. (Doney Road Section)

CHARACTER OF PROPOSED WORK: Construct two-lane low type surface.

PROJECT LENGTH: 0.70 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	\$4,200	\$2,200	\$840	\$1,160 (Co.)

EXISTING FACILITY:

ROADWAY: 24' cinder base & surface constructed by county during
1957. No substandard alignment or grade.

STRUCTURES: None

ADJACENT SECTIONS:

NORTH END - End of FAS Route 778

SOUTH END - Intersects FAP Route 4. Adjacent section of FAS 778
has 20' bituminous wearing surface with 3' shoulders.

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade
and base constructed by county to approved hwy. standards. Co. to place
shoulder aggregate 2' in width without federal cooperation.

ROW WIDTH: Normal 40'

MINIMUM DESIGN STANDARDS: No exceptions

ACCESS CONTROL: None

RR CROSSING: None

SYSTEM ACTION: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

FAS Route 778 serves an irrigated agricultural area and is a school bus and
mail route.

NOTED
C. G. SWENSON

JFH:mmm

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
5/13/57

NOTED
V. P. JONES

FAS 779, DESCHUTES COUNTY

TERMINI: From FAS Route 4 approximately 1.5 miles north of Terrebonne easterly and southerly to FAS 322 approximately 0.5 mile east of Terrebonne. (Austin Road Section)

PROPOSED WORK: Construct two-lane low type surface.

PROJECT LENGTH: 2.80 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	\$16,800	\$8,800	\$3,360	\$4,640 (Co.)

EXISTING FACILITY:

ROADWAY: 24' cinder base and surface constructed by county during 1957. No substandard alignment or grade.

STRUCTURES: None

ADJACENT SECTIONS:

NORTH END - Jct. FAP Route 4
SOUTH END - Jct. FAS 322

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade and base constructed by county to approved hwy. standards. Co. to place shoulder aggregate 2' in width without federal cooperation.

ROW WIDTH: Normal 40'

MINIMUM DESIGN STANDARDS: No exceptions

ACCESS CONTROL: None

RR CROSSING DATA:	Name of RR Co.	Great Northern
	No. of tracks	1
	No. of trains	
	Sight Distance	Open
	Vehicle speeds	
	Group priority	
	Railroad benefits	

SYSTEM ACTION: Extension for one mile on south end to FAS 322 required. System action is being prepared for submission.

UNUSUAL OR COMPLICATED SITUATION: None

FAS Route 779 serves an irrigated agricultural area. It is a school bus and mail route.

NOTED
C. G. SWENSON

NOTED

JFH:mm

MEMO TO J. W. NASH
5/13/57

NOTED
Harold C. Ayers

FAS 783, DESCHUTES COUNTY

TERMINI: From FAS 658 easterly to FAS 690 (Pershall Road Section).

CHARACTER OF PROPOSED WORK: Construct two-lane sow type surface.

PROJECT LENGTH: 2.00 miles

COSTS:	Total	Federal	State	Other
CONSTRUCTION	\$12,000	\$6,200	\$2,400	\$3,400 (Co.)

EXISTING FACILITY

ROADWAY: 24' cinder base and surface constructed by county during 1957. No substandard alignment or grade.

STRUCTURES: None

ADJACENT SECTIONS:

WEST END: Junction FAS 658
EAST END: Junction FAS 690

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade and base constructed by county to approved hwy. standards. Co. to place shoulder aggregate 2' in width without federal cooperation.

ROW WIDTH: Normal 40'

MINIMUM DESIGN STANDARDS: No exception

ACCESS CONTROL: None

RR CROSSING: None

SYSTEM ACTION: None required

UNUSUAL OR COMPLICATED SITUATION: None

FAS ROUTE 783 serves irrigated farm lands and cattle rangeland. It is a mail and school bus route.

NOTED
G. SWENSON

JFH:mmm

NOTED

MEMO TO J. W. NASH
~~XXXXXXXX~~ 5/10/57

NOTED
Harold C. Ayers

FAS 785, DESCHUTES COUNTY

TERMINI: Jct. FAS 657 southerly to existing oiled surface at co. rd. jct.
(Euston Road Section)

PROPOSED WORK: Construct two-lane low type surface.

PROJECT LENGTH: 0.50 mile

COSTS: Total	Federal	State	Other
CONSTR. \$3,000	\$1,600	\$600	\$800 (co.)

EXISTING FACILITY:

ROADWAY: 24' cinder base & surface constructed by co. during 1957.
No substandard grade or alignment.

STRUCTURES: None

ADJACENT SECTIONS:

NORTH END - Connects with FAS 657
SOUTH END - 20' oiled surface with 3' shoulders

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade
and base constructed by co. to approved hwy. standards. Co. to place shoulder
aggregate 2' in width without federal cooperation.

ROW WIDTH: Normal 40'

MIN. DESIGN STANDARDS: No exceptions

ACCESS CONTROL: None

RR XING: None

SYSTEM ACTION: None required.

~~UNUSUAL~~ UNUSUAL OR COMPLICATED SITUATION: None

FAS 785 serves an irrigated farming area and is a mail and school bus route.

JFH:mmm

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
5/10/57

NOTED
JONES

FAS 786, DESCHUTES COUNTY

TERMINI: From city limits of Bend easterly to county road intersection
1.25 miles east of Bend city limits (Neff Road Section).

PROPOSED WORK: Construct two-lane low type surface.

PROJECT LENGTH: 1.25 miles.

COSTS: Total	Federal	State	Other
CONSTR. \$7,500	\$3,800	\$1,500	\$2,200 (co.)

EXISTING FACILITY:

ROADWAY: 24' gravel & cinder base and surface constructed by co.
during 1957 to standard grade and alignment.

STRUCTURES: None

ADJACENT SECTIONS:

WEST END - Connects with 20' oiled surface being constructed at same
time as this project as non-participating section within city of
Bend.

EAST END - 24' gravel surface

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade
and base constructed by county to approved hwy. standards. Co. to place
shoulder aggregate 2' in width without federal ~~cooperation~~ cooperation.

ROW WIDTH: Normal 40'

MIN. DESIGN STANDARDS: No exceptions

ACCESS CONTROL: None

RR XING: None

SYSTEM ACTION: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None

FAS 786 serves an irrigated farming area and has some suburban development
adjacent to the west end. It is a mail and school bus route.

NOTED

NOTED
T. G. SWENSON

JFH:mmm

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
5/10/57

FAS 790, DESCHUTES COUNTY

TERMINI: From FAS 554 easterly & southerly to a county road jct. 1.8 miles east of Alfalfa. (Horsell Road Section)

PROPOSED WORK: Construct two-lane low type surface.

PROJECT LENGTH: 2.50 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTR.	\$15,000	\$7,800	\$3,000	\$4,200

EXISTING FACILITY:

ROADWAY: Gravel & cinder base and surface 24' wide constructed by county during 1957 to standard grade & alignment.

STRUCTURES: None

ADJACENT SECTIONS:

WEST END - connects with FAS 554

EAST END - 20' oiled surface with 3' shoulders

PROJECT DATA: Construct 20' wide type C-9 oil mat wearing surface on grade and base constructed by county to approved hwy. standards. Co. to place shoulder aggregate 2' in width without federal cooperation.

ROW WIDTH: Normal 40'

MIN. DESIGN STANDARDS: No exception

ACCESS CONTROL: None

RR ~~WING~~ Crossing: None

SYSTEM ACTION: None required.

UNUSUAL OR COMPLICATED SITUATION: None

FAS 790 serves an irrigated farming area and is a school bus and mail route.

NOTED
C. G. SWENSON

JFH:mm

NOTED
J. W. NASH

NOTED
Harold C. Ayers

Memo to J. W. Nash
5/10/57

FAS 791, DESCHUTES COUNTY

TERMINI: From city limits of Bend, easterly to FAS 692. (Bear Creek Rd Section)

PROPOSED WORK: Construct two-lane low type surface.

PROJECT LENGTH: 1.25 miles

COSTS:	Total	Federal	State	Other
Constr.	\$7,500	\$3,800	\$1,500	\$2,200 (co.)

EXISTING FACILITY:

ROADWAY: Gravel & cinder base and surface 24' in width constructed by county in 1957 to standard grade and alignment.

STRUCTURES: None

ADJACENT SECTIONS:

West end - connects with 20' oiled surface being constructed at same time as this project as non-participating section within city of Bend.
East End - Connects with FAS 692.

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade and base constructed by county to approved highway standards. County to place shoulder aggregate 2' in width without federal cooperation.

ROW WIDTH: Normal 40'

MINIMUM DESIGN STANDARDS: No exceptions

ACCESS CONTROL: None

RR XING: None

SYSTEM ACTION: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

~~FAS 692~~

FAS 791 serves an irrigated suburban residential and small farm area. It is a mail and school bus route.

NOTED
C. G. SWENSON

NOTED

JFH:mm

Memo to J. W. Nash
5/10/57

NOTED
Harold C. Ayers

NOTED
J. W. Nash

FAS 793, Deschutes County

TERMINI: From FAP Route 4, southwesterly to end of FAS 793 at Deschutes National Forest Boundary. (Vandervert-Tholstrup Road Section)

PROPOSED WORK; Construct two-lane medium type surface

PROJECT LENGTH: 2.50 miles

COSTS: Total Federal State Other
\$32,000 \$16,600 \$6,400 \$9,000 (Co.)

EXISTING FACILITY:

ROADWAY: 26' gravel base & surface constructed by co. during 1957 to standard grade and alignment.

STRUCTURE: Bridge over Little Deschutes River 25 miles from jct. FAP Route 4. Untreated pile trestle 70' in length with horizontal clearance of 15'-0". Loading H-22. To remain in place.

ADJACENT SECTIONS:

East End - connects with FAP Route 4.

West End - 20' type O-11 oil mat with 3' shoulders.

PROJECT DATA: Construct 20' wide type O-11 oil mat wearing surface on grade and base constructed by co. to approved highway standards. Co. to place shoulder aggregate 3' in width without federal cooperation.

ROW WIDTH: Normal 60'

MINIMUM DESIGN STANDARD: No exceptions

ACCESS CONTROL: None

RAILROAD CROSSING DATA:

Name of railroad company
No. of tracks
No. of trains
Sight distance
Vehicle Speeds
Group Priority
Railroad benefits

Great Northern
1

Open

NOTED
J. W. Nash

SYSTEM ACTION: None required

UNUSUAL OR COMPLICATED SITUATION: None

FAS 793 serves as an outlet for logging operations in the Deschutes National Forest and is extensively used by recreational traffic to reach recreational facilities within the forest area.

NOTED
C. G. SWENSON

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
May 9, 1957

Mr. Tom Edwards
OFFICE

Deschutes County Roads
FAS Oiling Project
FAS 657, 778, 779, 783, 785, 786, & 791

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as requested by the county and approved by the Highway Commission.

Funds in addition to those initially programmed are available as required.

The county has agreed to pay for all costs of work within the city of Bend which work will not be eligible for federal participation due to Bend's population of over 5,000.

It is my understanding the county has written to Mr. Williams requesting approval of the use of 200-300 asphalt. His decision, of course, would govern.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: V. G. O'Neill
Frank Hall

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
SNC111/Harold C. Ayers
RECEIVED

FORM E-30X-50M-11-55-50129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Send, Oregon
May 7, 1957

SUBJECT: Deschutes County Roads FAS Oiling
Project

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
John F. Hagemann

Herewith the following supporting data for the nine units
Deschutes County Roads FAS Oiling Project:

- 3 - Copies Special Provisions
- 4 - Copies Estimate
- 1 - Sketch Map
- 9 - Sheets Computations

You will note the specifications have been written calling for 200-300 asphalt. This was done at the request of Deschutes County, as they have found over a period of years that the "softer" oil does not ravel or break off along the edges on these lighter travelled county roads. This was taken up by Mr. McAllister, County Road Master, with Mr. Chandler and the County and City Relations Division several years ago and all were in agreement that this type oil could be used on their FAS projects.

Also note the attached list of minor changes in four of the units which have previously been taken up with the County and City Relations Division.

Bob Clark
BOB CLARK
Division Office Engineer

RHC:bc
Enclosures

cc: Clarence G. Swenson ✓

NOTED
JOHN D. COLEMAN

NOTED
C. G. SWENSON

F.A.S. 779, Austin Road Section has been extended 1.0 mile, westerly and southerly to a junction with an oiled road, F.A.S. 322. This by request of Deschutes County.

F.A.S. 793, Vandervort-Tholstrup Road Section, has been changed to an O-11 Oil Mat at the request of Deschutes County. This heavier Oil Mat was requested when it was found there would be logging over this road.

F.A.S. 786, Neff Road, extends 0.25 mile within the city limits of Bend. This has been included with an understanding with Deschutes County that this 0.25 mile will be 100 per cent participating on their part.

F.A.S. 791, Bear Creek Section, extends 0.25 mile within the city limits of Bend. This has been included with an understanding with Deschutes County that this 0.25 mile will be 100 per cent participating on their part.

Estimate for those sections within City limits:

1. Preparation of Base	0.5 Mile	\$ 150.00	\$ 75.00
2. 1/2"-1/4" Material in Binder	60 Cu. Yds.	5.50	330.00
3. Furnishing and Placing Aggregate	170 Cu. Yds.	4.75	807.50
4. BC-3 Asphalt	9 Tons	48.00	432.00
5. 200-300 Asphalt	17 Tons	45.00	<u>765.00</u>
			\$2,409.50
			<u>481.90</u>
			\$2,891.40

NOTED
Harold C. Ayers

December 18, 1956

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On December 17 the Highway Commission approved the FAS projects in Deschutes County as shown in the attached tabulation.

Please note that the proposed project on Glen Vista Road has been deleted and the projects on FAS 786 (Neff Road) and FAS 791 (Bear Creek Road) have been shortened to end at the city limits of Bend. The Glen Vista Road was eliminated as it does not connect at either end with an existing Federal-Aid route so would not be eligible for addition to the FAS System. The other two projects were terminated at the Bend city limits as FAS funds cannot be expended in cities of over 5,000 population. It was thought that the county could negotiate directly with the contractor for the oiling of the eliminated sections.

The projects as approved total 15.7 miles which we believe will use up available FAS funds for the coming construction season; however, if you wish to include any other projects in the over-all contract, please advise this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

File Fas 657

DESCHUTES COUNTY
PROPOSED PROJECTS

FAS 657 - West Unit, Cline Falls-Redmond Junction Section, Approximately 2.0 miles. This section extends from FAP Route 5 (McKenzie Highway) approximately 3.5 miles west of Redmond, southerly and easterly along Catlow and Atkinson Roads to the existing oil mat wearing surface.

FAS 778 - Doney Road Section, Approximately 0.7 Mile. This section extends from FAP Route 4 (The Dalles-California Highway) approximately 2 miles north of Terrebonne, northerly to a county road junction at the Deschutes-Jefferson County line.

FAS 779 - Austin Road Section, Approximately 1.8 Miles. This section extends from FAP Route 4 (The Dalles-California Highway) approximately 1.5 miles north of Terrebonne, easterly and southerly to a county road junction approximately 1 mile northeast of Terrebonne.

FAS 783 - Pershall Road Section, Approximately 2 Miles. This section extends from FAS 658, easterly to FAS 690.

FAS 785 - Euston Road Section, Approximately 0.5 Mile. This section extends from FAS 657 southerly approximately 0.5 mile to a county road junction.

FAS 786 - Neff Road Section, Approximately 1.2 Miles. This section extends from the east city limits of Bend easterly approximately 1.2 miles to a county road junction.

FAS 790 - Horsell Road Section, Approximately 2.5 Miles. This section extends from FAS 554 north of Alfalfa, easterly and southerly to a county road junction east of Alfalfa.

FAS 791 - Bear Creek Section, Approximately 1 Mile. This section extends from the easterly city limits of Bend, easterly to FAS 692.

FAS 793 - Vandervert-Tholstrup Road Section, Approximately 4 Miles. This section extends from the Deschutes National Forest boundary northeasterly to FAP Route 4 (The Dalles-California Highway) approximately 13 miles south of Bend.

The proposed project is to construct a 20' wide O-9 with binder on the grade and base prepared by Deschutes County. The county will also place shoulder material, thus confining the FAS project to oiling only with all sections being combined under one contract. This work is of the same type as that constructed in 1955 and 1956.

A total of \$87,000 is programed for the above projects which represents the presently estimated balance of fiscal years 1957 and 1958 funds available to Deschutes County. This may be adjusted as final costs for previous projects become available.

12/7/56
(56-g)

S-172(2) Wallowa River and Hurricane 1957
Cr. Bridges
#5002

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

July 16, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5002

(VOUCHER NO.)

6 Final

(WARRANT NO.)

Harold E. Ray & L. O. Eusby

(AMOUNT)

(DATE)

15656

H217361

\$ 3,323.18

7-16-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 110 workdays from 7-18-57

Time Extensions: None

Completion Date: May 26, 1958

Date Accepted: June 19, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: July 21, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

JUL 21 1958

NOTED ON CARD

RECEIVED
JUL 1 - 1958

FOR FILING

172-151
5-10-58

July 1, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5002 for Wallows River and Hurricane Creek Bridges on the Fish Hatchery County Road in Wallows County was completed by the contractor, Harold E. Ray and L. O. Fusby, on May 26, 1958, and was formally accepted by the Highway Commission on June 19, 1958.

Final payment in the amount of \$3,323.18 will be released to the contractor on or after July 11, 1958. The total contract amount is \$29,709.45, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

EM

Contract No. 3002

Monthly Transaction No. 10-86	Form 2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT		County Wallowa
			Project No. S-172(2)
The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.			
Project termini Wallowa River and Hurricane Creek Bridges, 0.1 mile and 0.7 mile west of Enterprise (a county road).			
Project classification or class of work		Effective date of authorization	Approximate length
Highway planning			
Preliminary engineering			
Rights-of-Way			
Construction		4/24/57	0.1
Other (Specify)			
FUNDS			
Estimated total cost of project \$ 32,972.50		Federal funds \$ 20,400.00	
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.			
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department)		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
By <u><i>Charles R. Rymer</i></u> Chairman, State Highway Commission (title)	By <u><i>C. J. Folk</i></u> Division Engineer		
By <u><i>W. B. Sumner</i></u> Member, State Highway Commission (title)	Date executed by Division Engineer <u>October 14, 1957</u>		
By <u><i>W. B. Sumner</i></u> Member, State Highway Commission (title)	RECOMMENDED FOR APPROVAL <u><i>W. B. Sumner</i></u> STATE HIGHWAY ENGINEER		

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Wallawa River and Hurricane Creek Bridges
Fish Hatchery Road
Wallawa County*

NATURE OF WORK:

structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5002

5002 Harold E. Ray &
L. O. Fusby

7-8-57

DATE OF COMPLETION: 110 Workdays from 7-18-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-172 (2)

WALLA WALLA RIVER AND HATCHPOCK CREEK BRIDGES
ON FISH HATCHPOCK ROAD IN WALLA WALLA COUNTY

(Estimate on a basis for project agreement. Based on low bid prices.)

Walla Walla, Oregon, August 29, 1957

Item Code 1140

Walla Walla River Bridge (Sta. 11+25 to 11+95)
(Contract No. 5002)

Remove Old Bridge	All Required	\$	\$ 1,000.00
Structural Excavation	150 cu. yds.	20.00	3,000.00
Class "A" Concrete	172 cu. yds.	40.00	6,880.00
Metal Reinforcement	27,300 lbs.	0.15	4,095.00
Metal Rail	155 lin. ft.	9.00	1,395.00
8-inch Metal Drain Pipe	60 lin. ft.	5.00	300.00
			<u>\$16,670.00</u>

Item Code 1140

Hatchpock Creek Bridge (Sta. 13+32 to Sta. 13+99)
(Contract No. 5002)

Remove Old Bridge	All Required	\$	\$ 1,000.00
Structural Excavation	160 cu. yds.	20.00	3,200.00
Class "A" Concrete	135 cu. yds.	40.00	5,400.00
Metal Reinforcement	23,700 lbs.	0.15	3,555.00
8-inch Metal Drain Pipe	30 lin. ft.	5.00	150.00
			<u>\$13,305.00</u>

Subtotal \$29,975.00
10% Engr. & Cont. 2,997.50

Total \$32,972.50

Length of Structures 0.025 Miles

Federal Funds	\$20,400.00
State Funds	6,206.25
County Funds	<u>6,206.25</u>
	\$32,972.50

State Funds for Construction:

Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

Funds for Maintenance:

Chapter 529, Laws 1939.

NOTE:

Necessary funds have been deposited by Walla Walla County with the Highway Department.

RECEIVED
JUL 19 1957

FOR FILING

J-172 (-)
5002

July 8, 1957

Messrs. Harold S. Ray and L. O. Fusby
Hornistown, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 accepted your proposal for construction of the Wallowa River and Hurricane Creek Bridges near Enterprise on Fish Hatchery County Road, Wallowa County, for the sum of \$29,975 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5002.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
P. M. Stephenson

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

RECEIVED
JUL 10 1957

FOR FILING

8-172 (2)
5112

Salem, Oregon
July 1, 1957

311
162

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Wallowa County covering the Wallowa River and Hurricane Creek Bridges, FAS 484.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Wallowa County.

Secretary

rn
Attach

REFERRED
querry to fell

#5003

6-1071

Glasgow Rd. Grading and
Oiling Proj.

1957

OREGON STATE HIGHWAY DEPARTMENT
Request for Outside Billing
 (Or Advice of Cash Transaction)

Address invoice to:

Cooe County

County Court

Coquille, Oregon

County Court

Attention of

Request No. (assigned by staff
engineer or head of division)

O.E.-7120

Date

5-8-58

Payer's Order No. (if any)

Department Order No. (if any)

(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

County share of construction and engineering costs for constructing the
 Glasgow Road (Cooe Bay) Interchange as per agreement dated June 19, 1957.
 Contract No. 5003, Contractor, Sig Anderson, Contract completed Oct. 17,
 1957.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Payment to contractor, as per attached voucher		\$23,063.54
		Seeding and mulching (by State Forces)		316.14
		Cost of removing Central Lincoln Peoples' Utility District Substation as per attached Invoice of Feb. 27, 1958		9,013.21
		Construction Engineering		2,757.15
		Total Expenditures		\$35,150.04
		County Share as per agreement of 6-19-57 - 50%		\$17,575.02

Has payer made payment for this service?

If so, what is amount of payment? \$

Has payer made a deposit with the department to guarantee payment?

Yes

If so, what is amount of deposit? \$ 19,200.00

Is this a partial or final request for billing?

Final

Have there been any previous requests for billing in connection with this
same service?

No

If so, give total of all previous requests \$

Also give number of last previous request

Credit distribution:

6-1071-297

Submitted by:

M. C. Wood

Approved:

Approved:

Division Engineer

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

Report

State Highway Department
State of Oregon
Salem, Oregon

February 27, 1958

Billing for loss incurred by relocation of Central Lincoln People's
Utility District Glasgow Substation to clear right of way for
Highway Relocation:

Original Cost of Existing Substation in place		\$ 22,810.40
Loss Based on Non-Depreciable Items:		
1 5 KVA Transformer	\$ 287.41	
Land Clearing	233.80	
1 3000 KVA Transformer	13,774.14	
Control House	169.13	
Fence	432.26	
1 15 A. Weather Meter	15.00	
		\$ 14,911.74
Depreciation 3.33 Years @ 4% ON 789918		1,072.17
		\$ 6,867.81
Salvage		752.14
		\$ 6,094.87
Labor	1,007.58	
30% Payroll Overhead	302.27	
		\$ 1,309.85
Mileage		315.00
		\$ 7,720.72
Miscellaneous Expenses		
Crane Rental to Move Transformer	144.96	
Radio Announcement for Outage	14.96	
Contract Labor to Move Fence	157.60	
Legal Fees	156.00	
		\$ 473.52
10% General Overhead		8,193.83
		\$ 9,013.81

O.K. 19
RE
6-1071-285

55

, 19

To _____

Dr.

North Bend, Oregon

Postoffice address

October 17, 1957

2003

Work done to

Contract No.

6-1071-201(A1)

6 Final

Prefix No.

Estimate No.[illegible]

Form A-59

Office No.

Indexed by

08/17
1865
2-9-57

COMMISSIONERS
 CHAS. H. REYNOLDS, CHAIRMAN
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND
 ROBERT B. CHESSMAN, MEMBER
 ASTORIA
 H. B. GLAISYER, SECRETARY
 SALEM



STATE OF OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM

NOTED
 V. R. JONES

W. C. WILLIAMS
 STATE HIGHWAY ENGINEER
 FORREST COOPER
 DEPUTY STATE HWY. ENGR.
 LEONARD I. LINDAS
 COUNSEL

NOTED
 Harold C. Ayers

January 31, 1958

Coos County

Coquille, Oregon

ATTENTION: The Honorable James W. Harrison
 County Judge

IN REPLY PLEASE REFER TO
 File No. 26680
 Glasgow Co. Rd. Connection Sec.
 Oregon Coast Hwy.
 R. F. Meincke, et ux

Dear Sir:

In accordance with Coos County Court's letter of July 15, 1957, the State acquired the necessary property for the Glasgow County Road Connection from R. F. and Gladys A. Meincke for the consideration of \$4,000.00 as stated. After determining the title was satisfactory, the State paid the \$4,000.00 to the Meinckes on November 18, 1957.

In order to complete the transaction, the Highway Commission has executed a deed to Coos County, the original of which is enclosed, calling for a consideration of \$2,333.33. Will you please remit the consideration payable to the Oregon State Highway Commission, said payment to be made in the usual course of auditing claims against the County. Also, when you record this deed, will you please advise us of the date, book and page wherein the deed has been recorded in the County Records.

Very truly yours,

EARL F. SALING
 Right of Way Office Manager

EF3:blr
 enc. B & S deed
 cc: R. L. Porter
 cc: C. G. Swenson
 cc: Cliff Maison
 cc: Frank Morgan (copy of deed)
 cc: Larry Holt

NOTED
 C. G. SWENSON

NOTED
 JOHN D. GRAHAM



RECEIVED
DEC 31 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

December 30, 1957

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5003

6 Final

Sig Anderson

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

29896

H 200539

\$ 691.91

12/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. W. [Signature]
ACCOUNTING DIVISION

Specified completion Date: 50 workdays from 7-25-57

Time Extensions: None

Completion Date: Oct. 17, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-30-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer [Signature]
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 30 1957

[Signature]

NOTED ON CARD

[Signature]

NOTED
V. R. JONES

FORM E30-80M-2-57-1476

NOTED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 24, 1957

SUBJECT: File No. 26680
Glasgow County Road Connection
Oregon Coast Highway #9
R. F. Meincke, et ux

To: Mr. R. L. Porter
Right of Way Engineer
OFFICE

NOTED
John R. Hugemann

Attached in duplicate is a bargain and sale deed form to Coos County, calling for a consideration of \$2,333.33.

In acquiring the Glasgow County Road Connection right of way, the State acquired all the property that was to be acquired from R. F. and Gladys Meincke, in accordance with the miscellaneous agreement entered into between the County and the State, Main Office number Misc. C & A-1865. The County by letter dated July 15, 1957, agreed to reimburse the State \$2,333.33 as soon as the deed was received. The County City Relations Department asked the County if they wished the rest of the right of way of the County Road Connection deeded to them and their answer was in the negative. We have no approval for this deed to the County other than the note on the \$4,000.00 transaction, page 26 of the right of way resolution of August 8, 1957, "Coos County to reimburse the State \$2,333.33 as County's share of the acquisition."

The deed as presented has the approval of James R. Kuhn, as Staff Attorney and L. I. Lindas, as Chief Counsel. When it is fully signed, please return it to this office for further processing and the billing of the County.

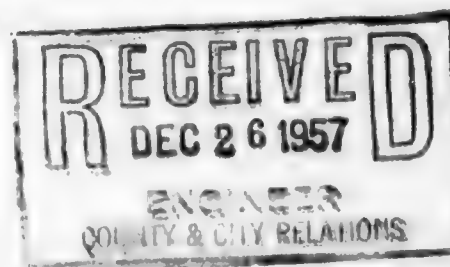
NOTED
JOHN D. GRAHAM

EARL F. SALING
Right of Way Office Manager

EFS:jm
Encl: B & S Deed

cc: County City Relations Dept.

NOTED
C. G. SWENSON



RECEIVED
DEC 18 1957

FOR FILING

6 1071

December 17, 1957

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State highway contract No. 5003 for work performed on the Glasgow Road Section of the Glasgow Road in Coos County was completed by the contractor, Sig Andersson, on October 17, 1957 and was formally accepted by the Highway Commission on October 31, 1957.

Final payment in the amount of \$691.91 will be released to the contractor on or after December 27, 1957. The total contract amount is \$23,063.54, of which amount \$575.98 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

12-17-57
m

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 19, 1957

Section Glasgow Road Kind of work Grading & Oiling
 Highway Glasgow Road County Coos Section prefix 6-1071
 Contractor Sig Andersson Contract number 5003
 Date of contract July 15, 1957 Specified work days 50
 Date work started July 22, 1957 Work days used 49
 Project authorization \$ 38,392.88 Per cent of time elapsed 98 %
 Exclusive of engineering \$ 35,662.72
 Estimated cost of completed project, exclusive of engineering \$ 35,662.72
 Estimated per cent overrun or underrun 0 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 2,730.16
 Engineering cost to date \$ 2,500, 92 % Date project was completed October 17, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work progressed at a fair pace this week. Asphaltic concrete was placed the length of the project, one lane wide, on Monday. This being only a two lane road the second lane could not be placed the same day. The paving continued Tuesday and was completed on this day.

Because this was a single lift of paving the engineer suspended work on Thursday to keep the contractors heavy equipment off the road to allow proper curing, before the placing of the shoulder rock. The shoulders were completed on Thursday which completed the project. L.R. Chandler Asst. Div. Engr. inspected this job on Thursday.

Signed James L. HunterAddress Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

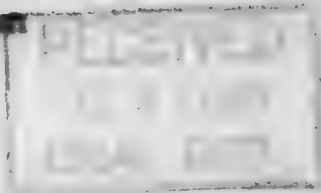
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.13	0.13			0.13
Miles partially completed					
Miles completed	0.13	0.13			0.13
Total estimated quantities (contract)	28,300 cy	1,828 cy		14 ton	0
Total quantities corrected to date	27,000 cy	1450		0	206 ton
Estimated quantities moved or placed to date	.	.		0	.
Average daily quantities					125
Average daily quantities necessary to complete project on time					0
Number shifts per day					1
Hours per shift					8
Average force on project for week					12
Men					6
Supervision					1
Men and trucks under 3 tons					
Men and trucks over 3 tons					4
Men and tractors					1

Equipment used during week: Shovels, Power graders **1**, Rollers **1**, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, **Admix Paver 1**

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

Florence, Oregon
July 19, 1957



State of Oregon
State Highway Department
Salem, Oregon

Att: Mr. J. V. DeSouza
Assistant Counsel

Gentlemen:

Reference is made to your letter of July 10, 1957 concerning the re-location of the Glasgow Road, our Glasgow Substation, and our power lines on the highway right of way.

We understand that we must relocate our power poles and lines on the highway right of way proper at our expense.

Mr. William Taylor, our Engineer stationed at Reedsport, has already worked out preliminary locations for the new poles with John Gunter, Resident Engineer. We will be happy to coordinate our construction work with that of the road contractor to minimize power outages and inconvenience to the road contractor.

If you need any additional information, please let me know.

Very truly yours,

H. B. Campbell
Division Engineer

REC:eg

cc: Mr. Forrest Cooper
Mr. D. J. Barbee
Mr. Frank Morgan
Mr. John Gunter

Mr. R. J. Snyder
Mr. William Taylor

RECEIVED
JUL 18 1957

FOR FILING

171
5713

July 15, 1957

Mr. Sig Andersson
1371 Bayview Avenue
North Bend, Oregon

Dear Mr. Andersson:

The State Highway Commission on June 27, 1957 accepted your proposal for grading and oiling Glasgow Road near the north end of McCullough Bridge over Coos Bay in Coos County for the sum of \$23,377, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5003.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd
cc - J. M. Probert
Tom Edwards
R. C. Savage, SAC

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED
J. Mc C.

RECEIVED
JUL 15 1957

FOR FILING



COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

6-1071

500

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 10, 1957

Central Lincoln PUD
Florence, Oregon

Re: Central Lincoln PUD
Power Line Adjustment
Glasgow Road
Coos County

Gentlemen:

Bids on the above titled project were received on June 27, 1957, and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving and relocation of three power poles in the vicinity of your power sub-station.

In view of the fact that these power poles are located upon public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. John Gunter, Resident Engineer on the project, P.O. Box 496, North Bend, Oregon, Telephone No. SK9-9431.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. Forrest Cooper ✓
Mr. D. J. Barbee
Mr. Frank Morgan
Mr. John Gunter

RECEIVED
JUL 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL 15 1957

FOR FILING

6-1071
5003

Salem, Oregon
July 9, 1957

MISC. CONTRACTS and
AGREEMENTS No. 1005

Cooperative Construction Agreement
Glasgow Road (Coos Bay) Interchange
Coos County

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of an agreement
Coos County covering the Glasgow Road (Coos Bay) Interchange
in Coos County.

A fully executed copy of the above agreement has been
retained in this office for the Commission's files and one fully
executed copy has been sent to the County Court of Coos County.

Secretary

rn
Attach.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JUN 27 1957

Salem, Oregon
June 24, 1957

SUBJECT: Cooperative Construction Agreement
Glasgow Road (Coos Bay) Interchange
Coos County

To: Mr. Forrest Cooper
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies have been signed by Mr. Williams.

This project was approved by the Highway Commission December 17, 1956.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

(A)
2 COPIES TO
BE SIGNED

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 29
W. H. Seasinger

(A)



COQUILLE, OREGON

County of Coos

NOTED
V. R. JONES

July 3, 1957

NOTED
J. R. JONES

Mr. C. G. Swenson
Engineer, County & City Relations
Oregon State Highway Department
Salem, Oregon

NOTED
Harold C. Ayers

Dear Mr. Swenson:

Enclosed herewith are copies of an easement agreement and Court Order in regard to property acquired by the county in construction of the Glasgow Road Interchange project.

We are also enclosing our check in the amount of \$19,200.00 for the county's participation of the costs of said project.

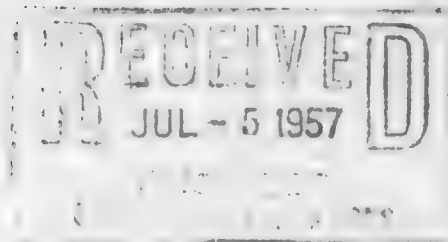
We hope you will find these in order.

Very truly yours,

James W. Harrison
James W. Harrison
County Judge

JWH:js
Enclosures

*Easement agreement & Court order to
r/w files 7/9/57
JWH*



NOTED
JOHN D. GRAHAM

NOTED
C. C. HARRISON

RECEIVED
JUL 1 1957

FOR FILING

6-1071
502

Salem, Oregon
July 1, 1957

Survey approval maps -
Glasgow Road intersection

MEMORANDUM TO THE FILE:

Survey approval maps were handed to me at the Highway Commission meeting June 27-28 covering the Glasgow Road intersection just northerly from the Coos Bay Bridge. It was Mr. Williams' decision that it was not necessary for the Commission to officially adopt this survey; therefore, no action was taken.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

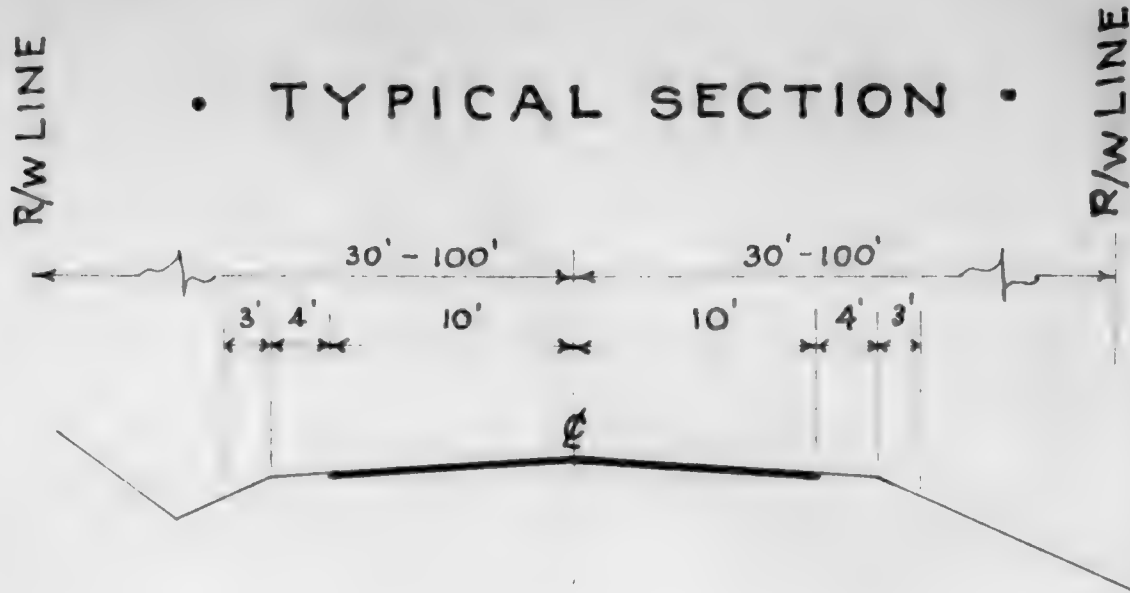
cc Mr. Tom Edwards
Mr. Clarence Swanson

C
O
O
S



IR-5-1028

• TYPICAL SECTION •



Sec. 35

Sec. 2

A S G O W

B

Ave.

A

Ave

Michigan Ave

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

GLASGOW ROAD INTERCHANGE SECTION

GLASGOW ROAD

COOS COUNTY

Scale 1"=400'

May 1957

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date

James Cooper
June 28, 1957

DWG. NO. IR-5-1028

For Details See Dwg No. 7B-12-15, Mar. 1952

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 28, 1957

Mr. Floyd Robb
Hood County Engineer
P. O. Box 666
Coquille, Oregon

NOTED
John F. Hagemann

Dear Mr. Robb:

On June 27th a satisfactory bid was received from Sig Anderson of North Bend for construction of the Glasgow Road Section. In accordance with the agreement between county and state the following advance deposit from the county is required:

Bid Items	\$23,377.00
Flagging	500.00
Relocate Substation	10,000.00
Seeding & Mulching Slopes	250.00
12-1/2% Engineering & Contingencies	4,265.88
Estimated Total Cost	\$38,392.88

County Advance Deposit of 50% \$19,200.00

Please make this deposit by means of a check or warrant in the amount of \$19,200 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and acquisition of necessary right-of-way a contract will be awarded. Please advise when the county has completed its portion of the right-of-way acquisition.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

RECEIVED
JUN 27 1957

COMMISSIONER
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 26, 1957

West Coast Telephone Company
354 South Fourth
Coos Bay, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Glasgow Road Connection
Oregon Coast Highway
Coos County

Gentlemen:

Bids on the above titled project will be received on June 27, 1957, and some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment includes the moving of a pole located on the southerly side of the county road near Highway Engineer's Station 3+00, a guy pole and anchor on the northerly side of the highway at the same station, and two contacts on the power poles located between Highway Engineer's Stations 3+00 and 6+00.

It appears that your facilities have been located on the county road right of way, so that it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. John Gunter, Box 496, North Bend, who is Resident Engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:JUI

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Frank Morgan
Mr. John Gunter



RECEIVED
JUN 23 1957

FILED

FORM 830-80M-2-57-1479

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 24, 1957

SUBJECT: Glasgow Road Connection
Hauser-Coos Bay Section
Oregon Coast Highway

395
To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L
With reference to your Assignment No. 395, please be advised that the plans for this project were forwarded to Mr. L. J. Bauer, Manager, Central Lincoln Peoples' Utility District on June 14th.

The Legal Department is at the present time preparing a letter to the Utility District advising them that a revision of their substation facilities will be necessary and that the State will reimburse them for this work.

In view of the above, I have not accompanied this letter with a rough draft of a reply to the Peoples' Utility District. I trust this is satisfactory.

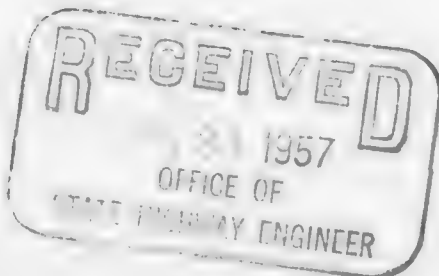
Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.



NOTED
FORREST COOPER



Central Lincoln Peoples' Utility District

CHRIS C. BECK
President

MILLARD MARTIN
Vice-President

JOHN GREENBO
Secretary

H. LAWRENCE HULL
Treasurer

HARRY W. GAUNTLETT
Director

L. J. BAUER
Manager

204 S. E. Coast Highway
Newport, Oregon
June 14, 1957

Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Sirs:

We note in the Oregonian of June 14, 1957 that the State Highway Department is calling for bids on June 27, 1957 for grading and surfacing of the West 0.13 mile of the Glasgow Road.

We have had preliminary discussions with Mr. John Gunter, Resident Engineer at North Bend, regarding relocation of our substation located on the South side of the Glasgow Road approximately 1000 feet East of Route 101. According to preliminary plans it appeared that the substation must be relocated and on February 21, 1957 Mr. Campbell transmitted a sketch and estimate of our relocation costs to Mr. Gunter.

On May 2, 1957 we received a letter from Mr. W. E. Sandquist of Roseburg with print of revised location of proposed substation site to clear highway construction. At that time we advised that we would appreciate receiving official notice to relocate and acceptance of our proposal. It was also pointed out that it would require 30 to 45 days after official notice to effect the necessary relocation.

In view of the published bid opening we would appreciate receiving a set of plans on this project together with approval of the proposed location and reimbursement for our relocation costs. This information is necessary if we are to prevent delay in your construction project.

Very truly yours,

L. J. Bauer, Manager

LJB/RJS/js

*Plans sent out
6/14*



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 21, 1957

Salem, Oregon

SUBJECT: Option
Glasgow County Road Connection
Oregon Coast Highway

To: C. G. Swenson
County & City Relations Engineer
OFFICE

NOTED
John F. Hagemann

Attached you will find 2 option forms in quadruplet covering right of way to be acquired in connection with Glasgow County Road Connection Section of the Oregon Coast Highway in Coos County.

Please have the County return at least a conformed copy of the signed options, executed deed, or other instruments in order that the Highway Engineers may be advised of the complete terms of each transaction.

We are attaching 2 prints of map number 7B-12-15 covering this area and bearing our date of June 19, 1957.

26681	R. F. and Gladys A. Meincke	0.21 acre
26684	E. M. and Mabel Shriver	1.1 acre

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 2 options
2 prints of map

cc: R. L. Porter
cc: Larry Holt

RECEIVED
MAY 22 1957

FOR FILING
FORM ESO-80M-2-57-1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 27th, 1957

SUBJECT:

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

Disposal of material at the Glasgow Road connection should be made a part of the agreement with Coos County. Our original intent was to dispose of this material by specifying that it was the property of the contractor to be disposed of as he sees fit. Since that time Coos County has requested that it be disposed of immediately east of the proposed connection and adjacent to the county road. This is a slide area and some trouble might result. The agreement should specifically state that Coos County shall accept the responsibility for any future damage due to sliding of the material. Summarizing, the agreement should state:

1. Cost of this project to be borne equally by County and State.
2. County to acquire right of way and to receive credit for that amount in the final accounting.
3. Project to be contracted by the State.
4. County to assume responsibility for all damage due to slides of any nature either cut or fill.
5. County to assume maintenance immediately upon completion.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

NOTED

RECEIVED
MAY 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1957

FOR FILING

6-1071

2-26

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS FOR GLASGOW COUNTY ROAD,
OREGON COAST HIGHWAY CONNECTION, COOS COUNTY, OREGON

500-

The following prospectus is submitted regarding the above mentioned section. The west end of the proposed survey is at the north end of the Coos Bay Bridge, one and one-half miles north of North Bend on the Oregon Coast Highway. The proposed survey is to run easterly about 1,000 feet to a connection with the existing Glasgow County Road. The purpose of the proposed survey is to prepare plans and an estimate of cost of eliminating the existing unsatisfactory intersection of the Glasgow County Road and the Oregon Coast Highway.

The proposed route would bring traffic in from the Glasgow road at right angles to the alignment of the Oregon Coast Highway and eliminate the present "hairpin" curve in the existing county road. A need for an economic analysis is not anticipated for this survey.

The 1955 ADT is 1,250; the projected 1975 ADT is 2,500. A maximum grade of 7% is to be used. The typical roadbed section shall be two 10-foot running lanes with 4-foot shoulders. The tentative base design by Ray Webber is as follows:

Bottom Course Base	9 "
Leveling Course	1 1/2 "
Asphaltic Concrete	3 1/2 "
Total	14 "

Rise of the proposed survey would be about 50 feet and the central angle would be about 60 degrees. It will be necessary to use part of the old roadway for a connection to an existing house. Other parts of the abandoned roadway would be removed during construction and are now within the existing right of way of the Oregon Coast Highway.

The typical section given meets the standards for a Class "C" highway, but modification by increasing the rate of slope from 1 1/2:1 to 1:1 may be desirable.

Midway on the project and on the southerly side of the proposed survey is an electrical sub station and pole yard belonging to the Pacific Power and Light Company. This and a house on the northerly side of the survey will confine the grade and alignment of the present proposed survey as funds will not be available to move these facilities.

Commercially developed sources of material are available at the nearby cities of North Bend and Coos Bay.

Agreements for the participation of county funds will have to be made after completion of the location survey.

February 26, 1957

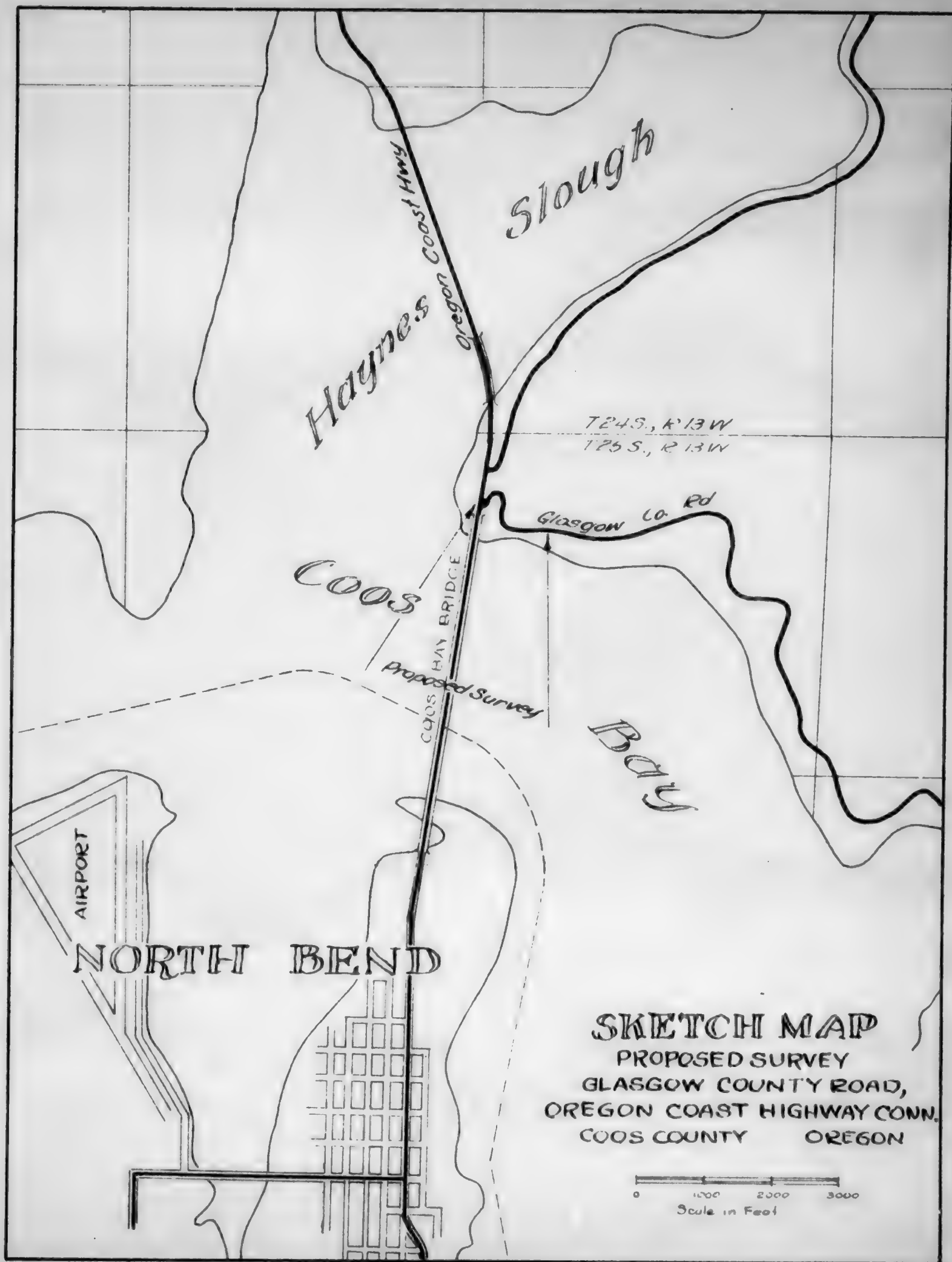
Attachment

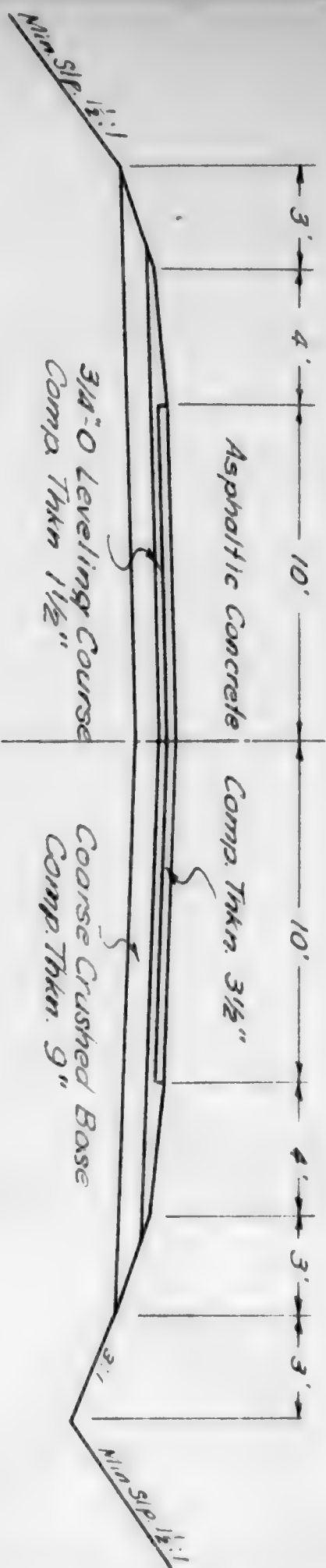
LOCATION PROSPECTUS FOR GLASGOW COUNTY ROAD, OREGON COAST HIGHWAY CONNECTION,
COOS COUNTY, OREGON

cc

W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
John Gunter
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
Ray Webber (2)







PROPOSED TYPICAL SECTION
 GLASGOW COUNTY ROAD, OREGON COAST HIGHWAY
 CONNECTION
 COOS COUNTY, OREGON JAN 1957

RECEIVED
FEB 15 1957

FOR FILING

6-1071
500

Salem, Oregon
February 14, 1957

Glasgow County Road
connection with US101
at north end of
McCullough Bridge

Mr. Tom Edwards
Construction Engineer

Referring to the matter of the Glasgow County Road connection with US101 at the north end of McCullough Bridge, investigation discloses that it is the intent to do this job as a state construction project. Therefore, please take the necessary steps to prepare plans and specifications and also to furnish to Mr. Paxson the information necessary for perfecting an agreement with the County. The project is to be held to a cost figure of \$30,000.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. O. S. Paxson

RECEIVED
JAN 2 - 1957

FOR FILING

6-1071
5015

Salem, Oregon
January 2, 1957

Glasgow County Road connection with US101 at north end of McCullough Bridge

Mr. Tom Edwards
Construction Engineer

At the last Highway Commission meeting the improvement of the Glasgow County Road connection with US101 at the north end of the McCullough Bridge over Coos Bay was approved.

The Coos County Court has agreed to share equally in the total cost of the improvement. Will you please have the necessary surveys, plans, and estimates made up for this project.

G. B. Paxson
Assistant State Highway Engineer

CLP:gn

cc Mr. W. C. Williams
Mr. C. G. Svenson

RECEIVED

FOR FILING

6-1071

COOS COUNTY COURT

COQUILLE, OREGON

December 27, 1956

JAMES W. HARRISON, COUNTY JUDGE
FRED A. KRUSE, COUNTY COMMISSIONER

5003 F. G. TRUE, COUNTY COMMISSIONER

12/17/56

4

25 Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This is in response to your letter of December 21st concerning the recommendation adopted by the State Highway Commission toward improvement of the Glasgow County Road connection with U.S. 101 at the north end of McCullough bridge.

The Coos County Court is in agreement with this plan and will share equally the cost of making the above improvement.

Thank you very much for your consideration and action with regard to this very important matter.

Very truly yours,

COOS COUNTY COURT

James W. Harrison

James W. Harrison
County Judge

Fred A. Kruse

Fred A. Kruse
Commissioner

F. G. True

F. G. True
Commissioner

JWH:rw

(Photo copies sent to following on 12-31-56:

Commissioners
W. C. Williams
G. S. Paxson
C. G. Swenson

NOTED
T. B. GLAISYER



December 21, 1956

12/21/56
11-1

County Court of Coos County
Court House
Coquille, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 17, 1956, had under discussion improvement of the Glasgow County Road Connection with US 101 at the north end of the Coos Bay Bridge to facilitate truck movements, particularly trucks engaged in log hauling. The proposed improvement involves both the County and the State, and the Commission was informed that you have asked that the improvement be conducted as a cooperative project with the State assuming responsibility for the portion within the State right of way and the County assuming responsibility for that portion beyond the state highway right of way.

In the discussion of this matter the Engineer explained that it is hardly practical to segregate the two sections and it would appear more feasible to split the cost 50 per cent to the County and 50 per cent to the State for the entire undertaking. He estimated the total cost of the work at \$30,000; and on the basis of a fifty-fifty split, it would mean payment of \$15,000 by the State and \$15,000 by the County. He recommended approval of the project on such basis.

You will be pleased to know that the Highway Commission adopted the recommendation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:lm

2/17/56
4-1

December 20, 1956

Mrs. Lillian Peffers
Cooston Community Club
Route 2, Box 739-A
North Bend, Oregon

Dear Mrs. Peffers:

On May 22, 1956, you directed a communication to Mr. R. H. Baldoek, State Highway Engineer, in which you requested a revision in the junction of the Glasgow County Road with US 101 north of the Coos Bay Bridge.

An investigation of the conditions existing at this location has been made by the Engineering Department and the findings were reported to the State Highway Commission at its meeting on Monday of this week, December 17. The State Highway Engineer, Mr. W. C. Williams, who succeeded Mr. R. H. Baldoek, advised that the existing connection is on a steep grade and has a 50-foot-radius curve in the alignment which is very troublesome for truck operation, particularly logging trucks. He also stated that Coos County has requested that the alignment be improved and that the work be done as a joint project using State and County monies. The engineer recommended approval of the project which is estimated to cost a total of \$30,000 on the condition that Coos County will participate to the extent of paying one-half of the total expense involved. You will be pleased to know that the Commission adopted the recommendation and authorized the engineer to proceed with the project on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:lm

RECEIVED
NOV 20 1956

FOR FILING

6-1071
5005

November 20, 1956

Oregon State Highway Commission

Gentlemen:

When we revised the alignment at the north end of the Coos Bay Bridge, it was necessary to change the connection of the Glasgow Road to the highway. This new connection is on a steep grade and has a 50-foot-radius curve in the alignment which has given a great deal of trouble to trucks, particularly log trucks. Coos County has asked that we join with them in a revision of the connection, with the State assuming responsibility for that portion within the state highway right of way and the County for the portion of the revision beyond the state highway right of way.

It would not be practical to segregate these two sections, and it would seem more feasible to split the costs 50 per cent to the County and 50 per cent to the State on the entire project. It is estimated that this project will cost \$30,000, the State cost being \$15,000 and the County \$15,000.

I would recommend your favorable action on this proposal which will be before you at the next Commission meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. C. G. Swenson
Mr. C. H. Nelson

GSP:ga fn

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 1, 1956

SUBJECT:

Glasgow County Road Connection
North End Coos Bay Bridge
Coast Highway

To: Mr. G. S. Paxson
OFFICE

Judge Harrison and Commissioner Kruse called Wednesday afternoon, October 31, and proposed that the subject named road connection, as outlined in the attached letter report from L. H. Young, Assistant Construction Engineer, to you, be constructed on the following basis:

1. The state make the survey and furnish the county with the field data for that portion outside the limits of the highway department right-of-way.
2. The county would then construct with county forces at county expense all that portion outside of the highway right-of-way.
3. The state construct at state expense that portion within the highway right-of-way.
4. The county would take care of any required approach to the substation as part of the county work.

I told the Judge and Commissioner that I would forward this proposal to you for consideration. It would be appreciated if the attached letter from Mr. Young could be returned to this office when you have finished with it.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

RECEIVED
AUG 8 1956

FOR FILING.

6-1071
5003

35

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 30, 1956

SUBJECT: Glasgow County Road Connection
North end Coos Bay Bridge
Oregon Coast Highway

To:

Mr. G. S. Paxson
Assistant State Highway Engineer

Office

With reference to your memo of June 20th concerning the subject-named county road connection, I am attaching hereto two prints each of plan and profile showing a possible improvement of this connection. Also attached are copies of report from DMS Klaboe and letter of recommendation from Division Engineer Edwards.

It is thought that the connection shown on the plan and profile will cost \$25,000 outside of necessary right of way. You will note that one of the drawbacks to the relocation of this county road as per the plan as shown is the location of the substation right of Station 3+50. The proposed plan would leave it on about a 22-foot cut. It is quite possible that by building its approach at Station 6 an access road could be brought back to this substation.

I concur with Mr. Edwards' recommendation that we should get the County into this thing with us, having them stand 50 percent of the cost, also making them responsible for satisfying the owners of the substation. I have tried to contact the DMS regarding the cost of moving this facility, but have been unable to do so. It might be well to have Traffic get a count on this intersection as to how many log trucks are actually using this road and how many wish to make the turn to the south. This project, if agreeable to the County, could be made a County FAS, in which case they would be responsible for acquiring the right of way and taking care of the substation problem in the natural course of events.

L. H. Young

L. H. Young

Asst. Construction Engineer

NOTED

G. S. PAXSON

LHY:ep

Encls.

cc - Mr. J. W. Cattrall

RECEIVED
JUL 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 27, 1956

SUBJECT: Glasgow County Road Connection

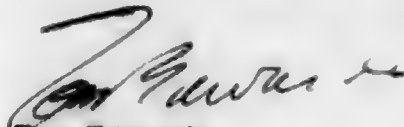
To: Forrest Cooper
Construction Engineer
Salem, Oregon

Att: L. H. Young

L

I attach hereto a report from DMS Klaboe concerning the re-alignment of the Glasgow Road Connection with the Oregon Coast Highway immediately northerly of the McCullough Bridge. Klaboe's report indicates a cost of \$18,000. which probably does not reflect the current price increase. I would suggest a figure of \$23,000. be used and that the project be recommended provided Coos County would cooperate on a 50/50 basis in the cost.

It is believed further study should be given to Item No. 1 of Klaboe's listing of detrimental factors but it is believed that some way could be worked out to save the substation at this point.


Tom Edwards
Division Engineer

TE/dls
encl.



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Coquille, Oregon.....
July 26, 1956.....

SUBJECT: Glasgow County Road Connection

To: Tom Edwards
 Division Engineer
 Roseburg, Oregon

L

Below is a preliminary estimate of cost to revise Glasgow County Road connection with US 101.

Grading	20 - 25,000 c.y.	• \$	.50	\$ 10,000.00
Oiling	2,500 gal.	• \$	.50	1,200.00
Rock	800 c.y.	• \$	3.00	2,400.00
Pipe	Lump Sum			1,500.00
Misc. incl. add. right of way				3,000.00
Total				\$ 18,100.00

Please find enclosed plan and profiles of proposed improvements. Such a revision as I have shown would very materially help the alignment of this county road and improve the connection itself somewhat. It would bring vehicles into the connection at right angles instead off of a fifty-foot radius curve. It would not eliminate cross traffic.

As this intersection exists at present, I do not consider it any worse than others in the area. Sight distance entering US 101 is good in both directions. Police files show no accidents here for 1956.

The major objection to the road is apparently the fifty foot radius curve on 7% plus grade between Stations 2 + 42 and 3 + 92. This curve is difficult to negotiate and a driving hazard to the 1,200 plus cars which travel it daily.

I investigated and rejected the following alternatives. (1) going North from old station 3 + 92 on somewhat the same alignment as the original road was constructed. This alternate rejected as it would cut through a bad and active slide area and be impractical to maintain. (2) Going South-east from the existing substation under the bridge and connecting US 101 on the opposite side. Rejected because of lack of support on the South of substation and lack of room on the West side of highway. (3) Crossing highway from station 3 + 00 with a viaduct for South bound traffic.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

~~Coquille, Oregon~~
~~July 26, 1956~~

SUBJECT: Glasgow County Road Connection

To: Tom Edwards
Division Engineer
Roseburg, Oregon

L

Rejected due to lack of room on West side. (There is a new motel on the West side at present.)

My proposal has certain defects which should be given weight.
(1) We would probably end up paying for the removal of the substation as no approach road could be connected to it. Not included in estimate.
(2) There is a house opposite Station 3 1/2 50 on the old alignment and the existing road would have to be used to serve this house; possibly from both ends of the proposed new alignment. Naturally, we could buy the owner out to eliminate this obstacle. (3) There would still be crossings at grade.

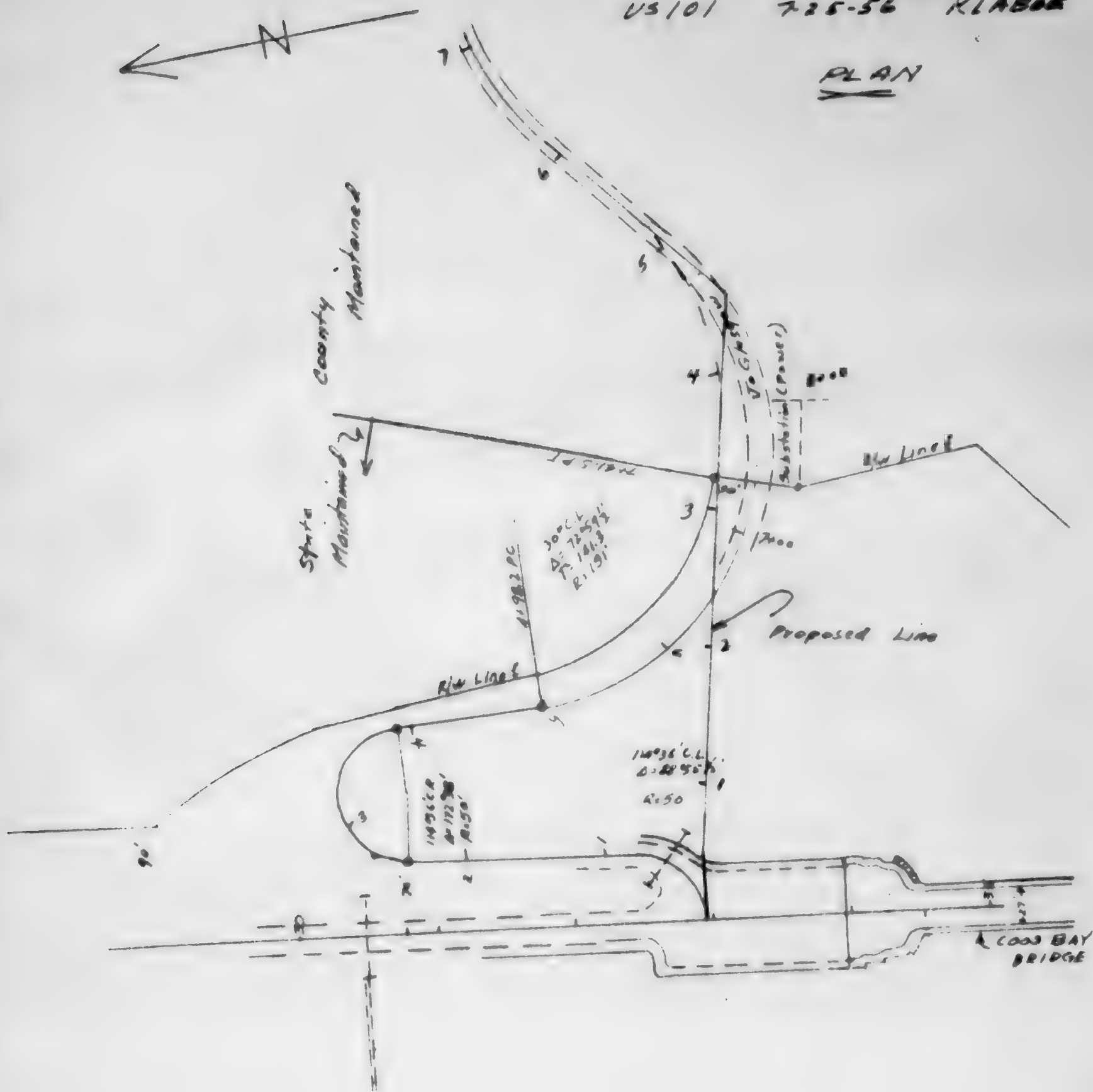
It is my opinion that if action is taken on this realignment, the County should stand an equitable share of costs.

F. B. Klaboe
F. B. Klaboe
Dist. Maint. Supt.

FHK:lp

PROPOSED IMPROVEMENT
GLASGOW INTERSECTION
NORTH MCCOLLOUGH BRIDGE
US 101 725-56 KLABOK

PLAN

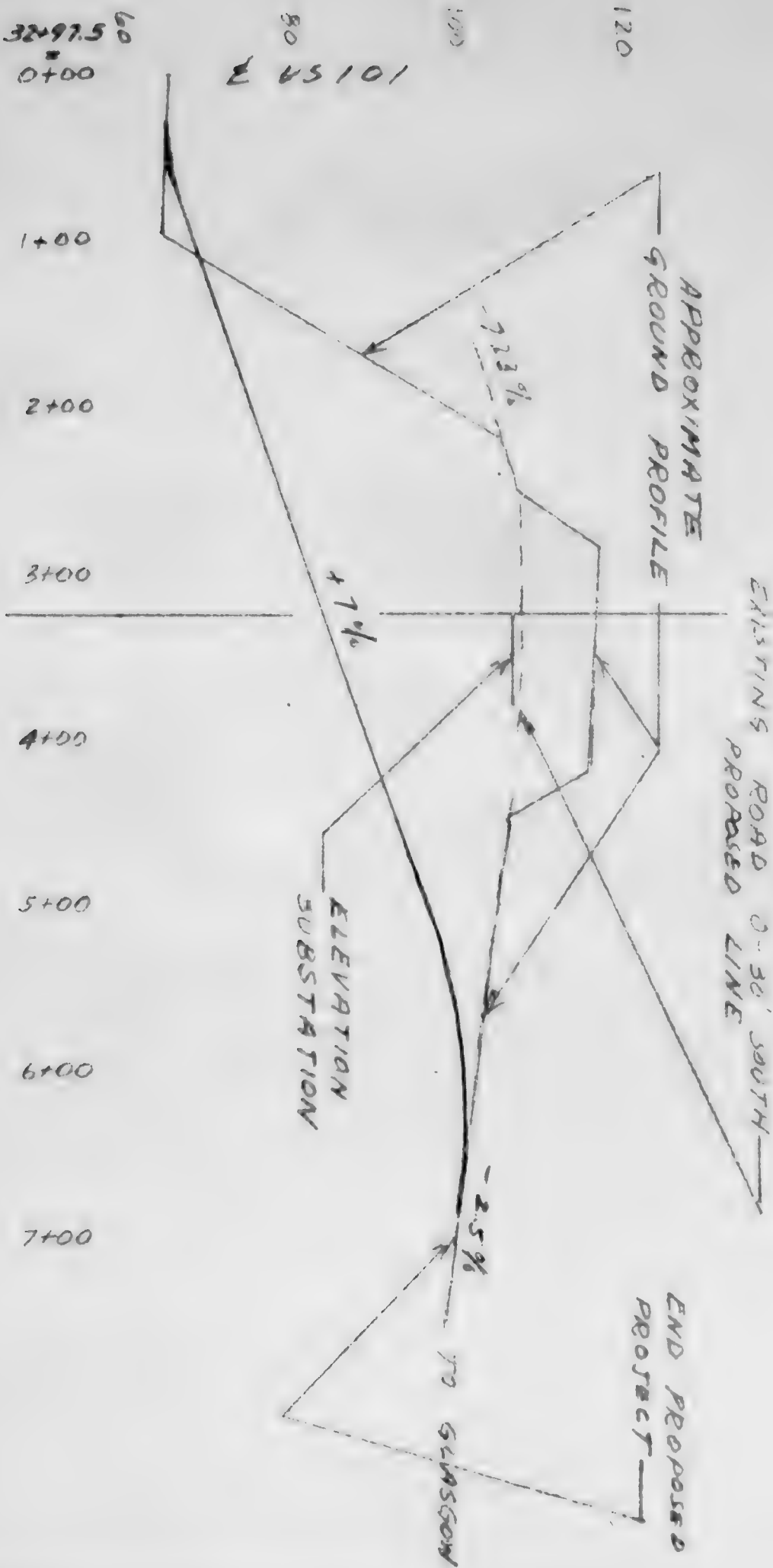


PROPOSED IMPROVEMENT
GLASGOW INTERSECTION
NORTH MCCOLLUGH BRIDGE
US 101 7-25-56 KLABEE

EXISTING
LIMITS STATE
MAINTAINED

COUNTY
MAINTAINED

PROFILE



NOTED
J. W. CATTRAIL

FORM E-90X-90M-11-55-90225

NOTED
Herald C. Ayres

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 21, 1956

SUBJECT: County Road Connection
North end Coos Bay Bridge
Oregon Coast Highway

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Herewith copy of letter from Mr. G. S. Paxson calling our attention to the inadequacy of the county road connection leading to Glasgow.

It appears some remedial action should be taken so as to accommodate log trucks which commonly use this road connection. Will you please develop a plan and estimate of cost for the alleviation of this situation. I am attaching hereto two Federal Aid sheets showing the approach as built. These sheets can be used to show the modifications to the approach proposed.

Forrest Cooper
Construction Engineer

By

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

cc - John W. Cattrall ✓

RECEIVED
JUN 27 1956

Abandoned to County as Co. Rd. File A & R 2731
See 4B - 20 - 20
47+31.7°
PS 12+69.95° EQUA.

400' SP
S = 8.00'
a = 1

N 66° 00'

E 1013.000

N 51° 27' W.

16+09

N 25° 57' E
1576'

Join, 1955

N 57° 33' E
81.6'

N 13° 31' E
167.7'

N 36° 34 1/2' E

225

N 43° 11' E
98.7'

N 38° 17' E
165.8'

N 27° 27' E
110.7'

Section 35
Section 34

221+38.29 P.S.C.

224+21.62 P.C.S.

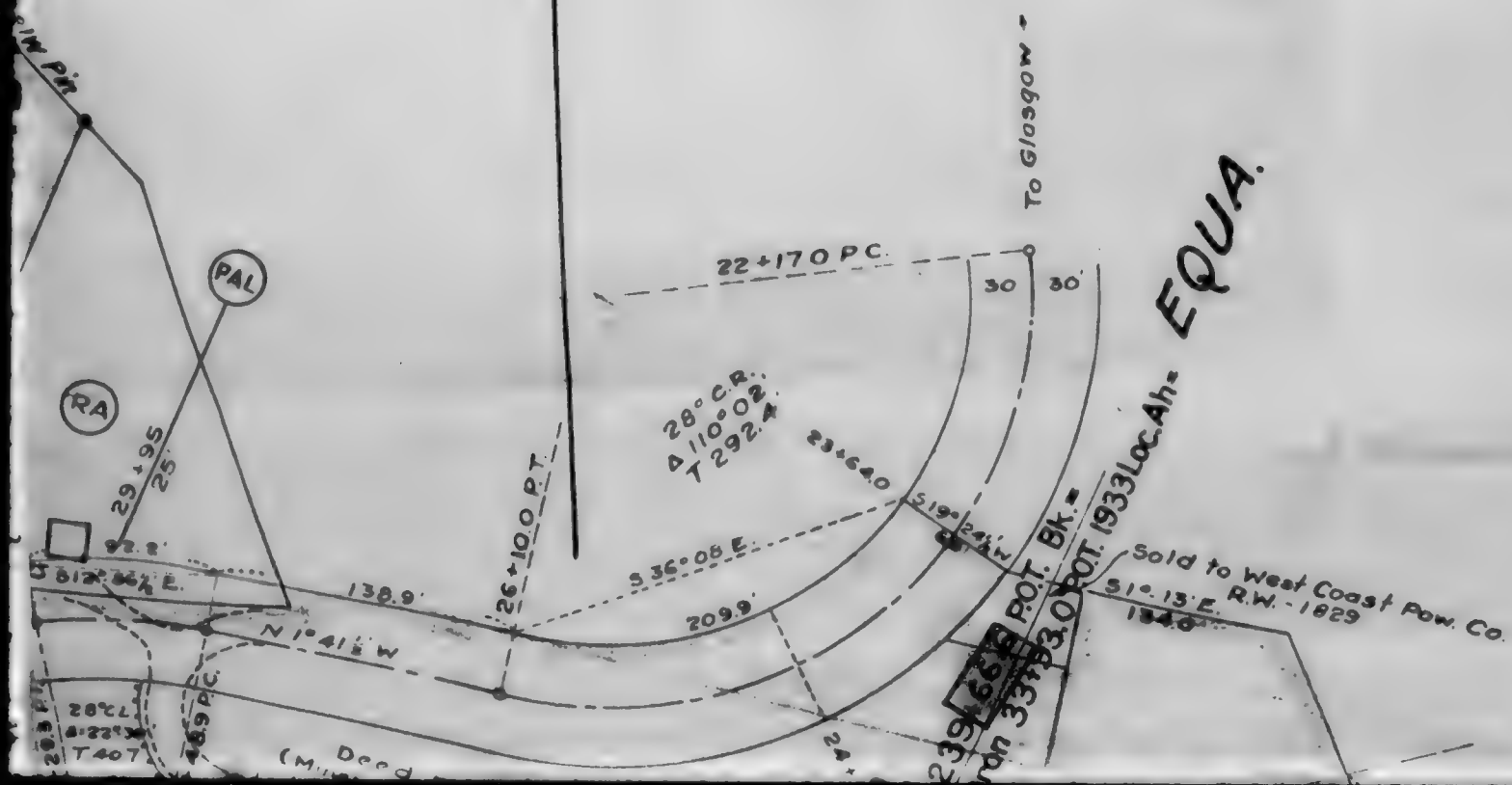
4° CR.
TA = 27° 20'
TS = 549.30'

400' SP
S = 8.00'
a = 1

121



5-54



JB-15-12

Hanger - North Bend

Section 34

217+38.29 P.S.

400 SP
S=8°00'
a=1

221+38.29 P.S.

4° CR.
T_A = 27° 20'
T_B = 5° 19' 30'

224+21.62 P.C.

N 27° 27' E
110.7'

400 SP
S=8°00'
a=1

Inlet

T.24S. R.13W.
T.25S. R.13W.

Section 2

EQUA.

N 3° 12' W
254.6
228+21.62 Bk. =
228+26.13 Ah. =

N 12° 08' E
Existing Hwy.

34+95.8 PT.

33+77.1 RC.
N 38° 26' E
252.0

See
20° CL
A = 23° 44'
T = 60.2

4B-20-20

W Deed RW 282
Por 1

N 15° 21' E - 330.0
30° C.R.
A = 60° 02'
T = 110.3

23+87.4 PT.

31+57.5 PC.

Final Judgment
RW 13368

Leased to Herman Breloge et al
Expires Dec. 31, 1964
W Deed RW 282
Por 2

(RA)

4° C.R.
A = 16° 33'
T = 208.3

Elizabeth C. Coleman

Waiver of Access RW 14603
B. 232 - P 197
N 5° E
255

O.C. Deed RR 158

N 19° 22' E
114.6

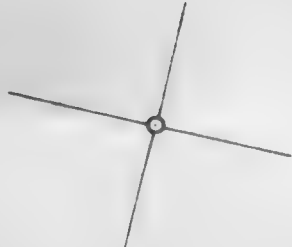
232+50
25

(A)

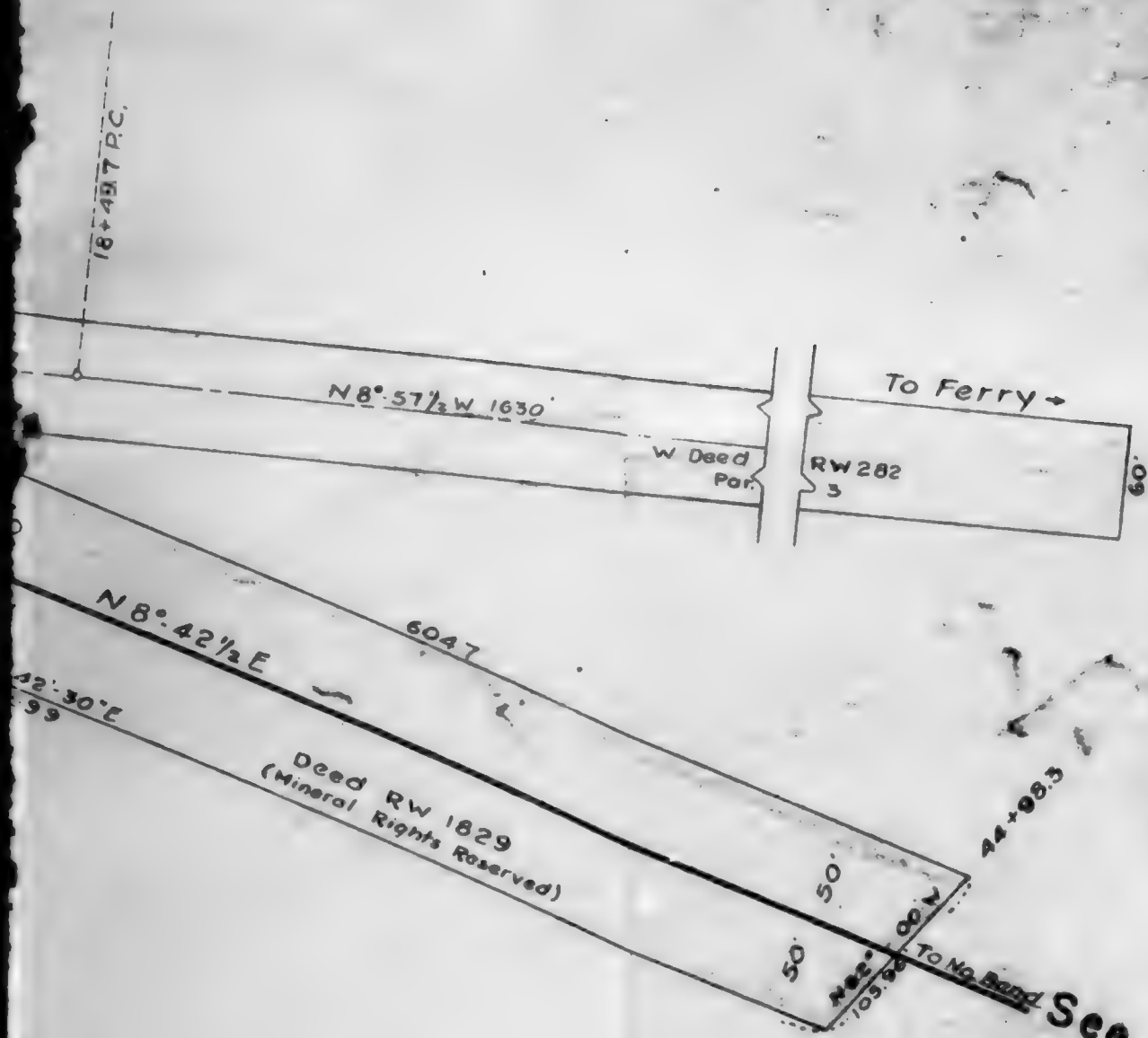
N 20° W
231

235+50
25

(A)







See 1B-25-20

1-100.6/W

FINAL SURVEY NOTE BOOK NO.	SURVEYED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

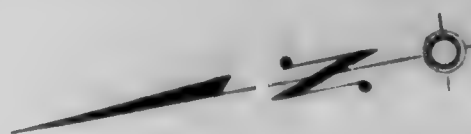
BEGINNING OF PROJECT (Revised)
STA. 54+01.7



12

11

10



R/W Line
Clearing Limit

N 38° 34' E = S 38° 34' W

R/W Line

+43- Install 18" Pipe 128'
47+31.7 =
12+70.0 P.S.
EQUATION

400' Sp.
S = 6.00
Q = 0.75

+77- Install 18" Pipe 134'
+58- 8" Conc. Pipe 153' (In Place)
Connect to new 9" perforated
pipe at lower end.
+64- 12" x 14" Wood Box 113' (In Place)
Install 9" Perf. Pipe 148'
(113' to be threaded thru
existing wood box)

+26- 12" (Corr. 1. Pipe 30') (In Place)
(Conc. Pipe 15'
Extend 24' Lt. with Corr.)

B.M.
64.06

FIG 3571

SECTION

END

SEC. 35
T. 24 S., R. 13 W., W.M.
T. 25 S., R. 13 W., W.M.
SEC. 2

400' Spiral
S = 6.00
a = 0.75

16+70.0 P.S.C.

$\Delta = 29^\circ 52'$
 $T_s = 710.2$
 $T.L. = 1395.5$

3° C.L.
 $\Delta = 17^\circ 52'$
 $L = 595.5'$
 $R = 1909.9'$

+30- Install 18" Pipe 60'

22+65.5 P.C.S.

1" Water Pipe (To be relaid by owner)

R/W Line

Clearing Line

110

1. Pipe 30' (In Place)
Conc. Pipe 15'
Extend 24' Lt. with Corr. 1.

12" Conc. Pipe 45'
To be left in place

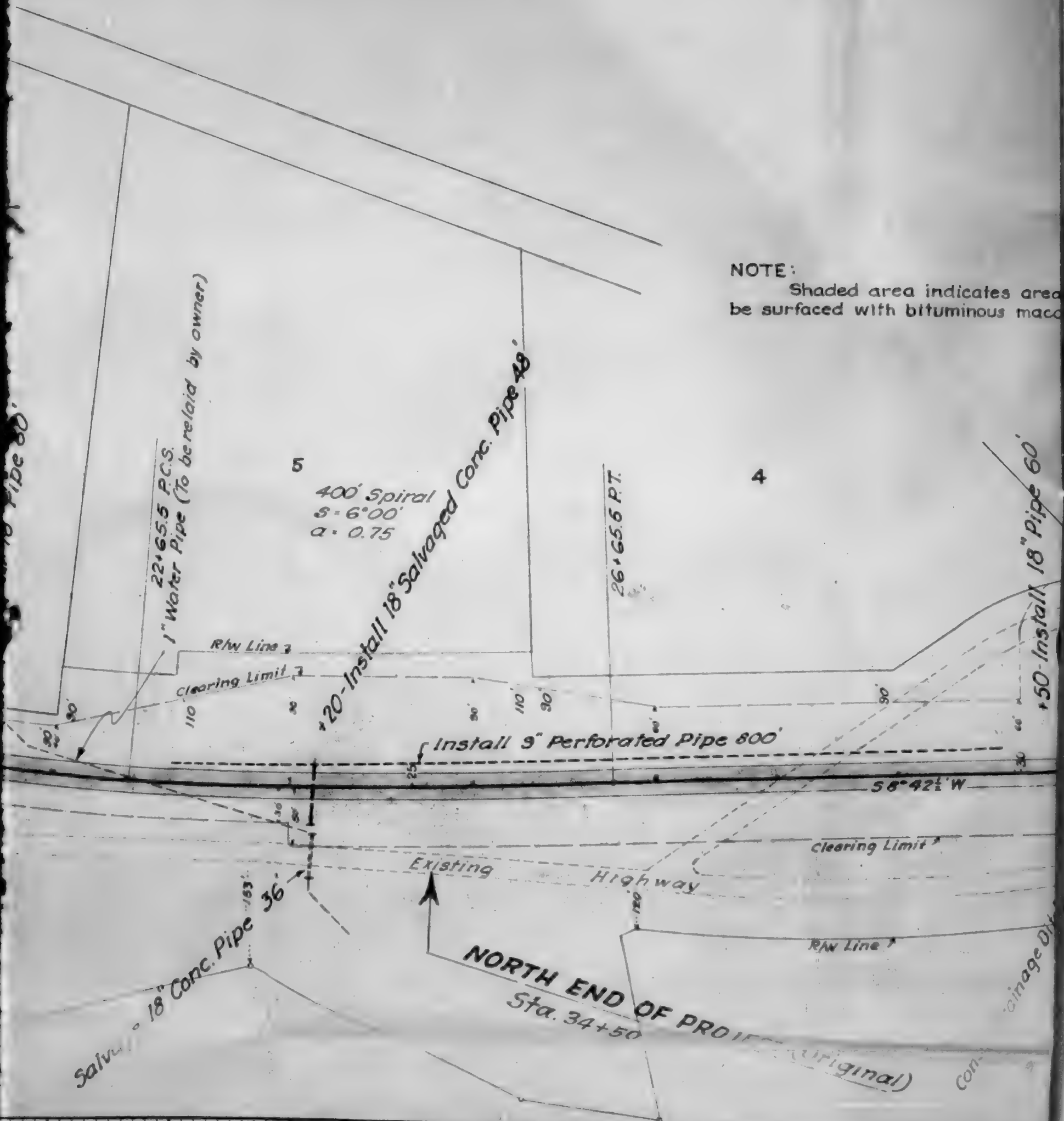
18" Conc. Pipe 12' (In Place)
Wood (Leave and Box)
Salvage 18" Conc. Pipe 12'

Salvage 18" Conc. Pipe

64.66

NOTE:

Shaded area indicates area
to be surfaced with bituminous maco



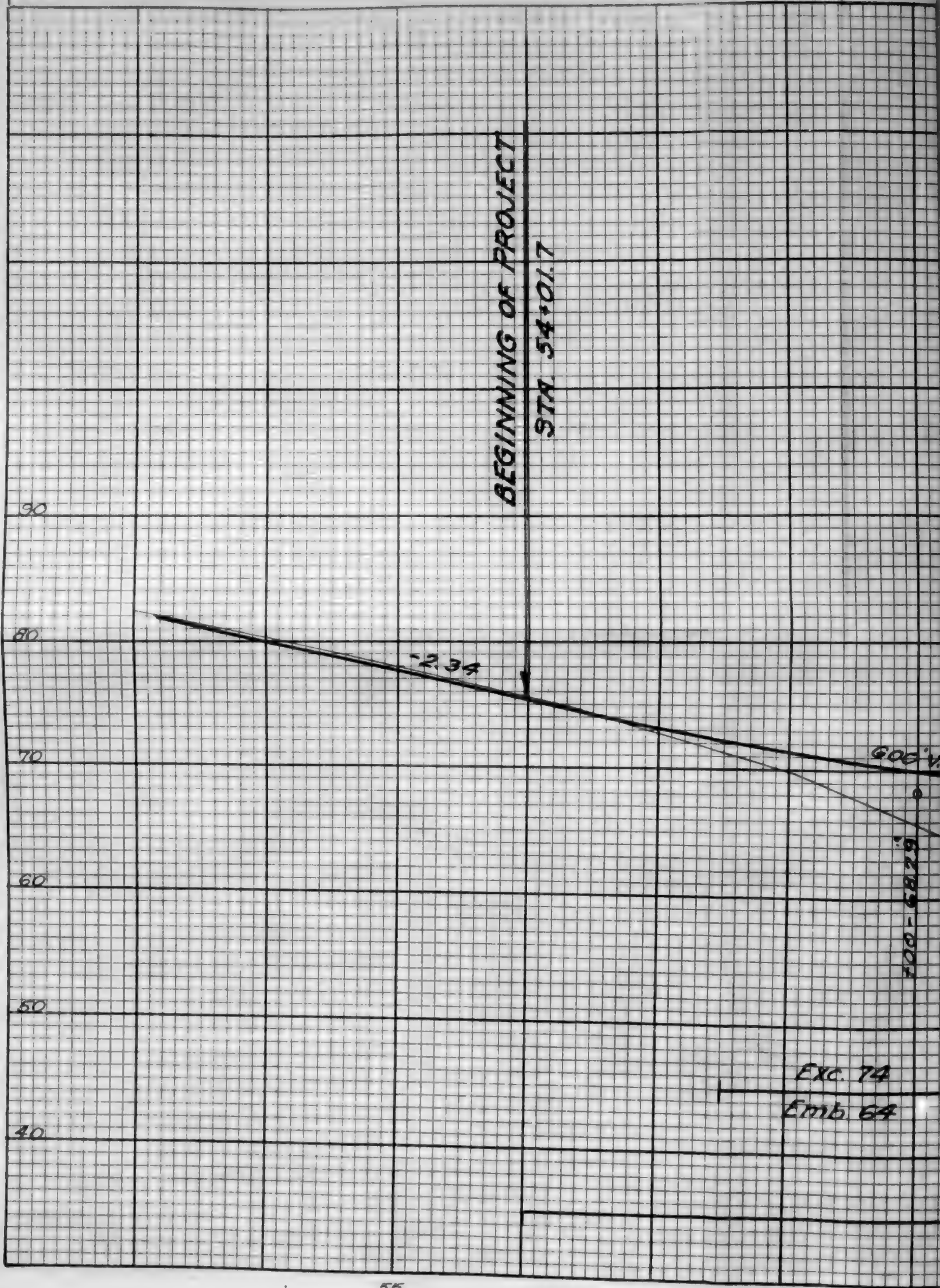
Install 9" Perforated Pipe 800'
TC EXC. 180 CY

EMB. 636

EXC. 5

100

ORIGINAL SURVEY	BY		DATE
	SURVEYED		
NOTE BOOK NO.	PLOTTED		
	TEMPLATE		
AREAS		AREAS CHECKED	



+26 1/2" (Corr. 1" Conc. Pipe)
Extend 24

B.M.
64.00

36' 11" 35' 11"

+77- Install 18" Pipe 134' (23' Below Grade)
Tr. Exc 84.0

+58- 8" Conc. Pipe 153' (In Place)
Connect to new 9" perf. pipe of lower end

+64- 12" x 14" Wood Box (In Place)

Install 9" Perf Pipe 148'
(113' to be threaded thru existing wood box) No Exc

474317

12 x 700 95

EQUATION

+43- Install 18" Pipe 128' (23' below grade)
Tr. Exc 89.0

-0.15

Exc 100

Emb 87

Exc 475

Emb 412

Emb 2550

Emb 14643

18" Conc. Pipe 12' in
Wood Box
Salvage 40' Conc.
(Leave 18" Conc. Box)

Salv. 18" Conc.

NORTH END OF PR
Sta. 34+50

Install 9" Perforated Pipe 800'
Tr. Exc. 180 CY

Emb 636

Install 18" Pipe 50'
Tr. Exc. 15 CY
+ 80' 65.63

32' 97.5 Hwy.
9' 00' Appt. Road

+30' Install 18" Pipe 60'
Tr. Exc. 34 CY
Opp. 21+30 - Salvage 18" Conc. Pipe 12'

+20' Salvage 18" Conc. Pipe 36'
+20' Install 18" Salvaged Conc. Pipe 48'
Tr. Exc. 45 CY

Subgrade

Exc. 2300

Exc. 2967

Emb. 2580

Exc. 6660

Exc. 176

O.H. 21700 Yd. Sta.

Emb. 3250

T.H. 8420 Yd. Mi.

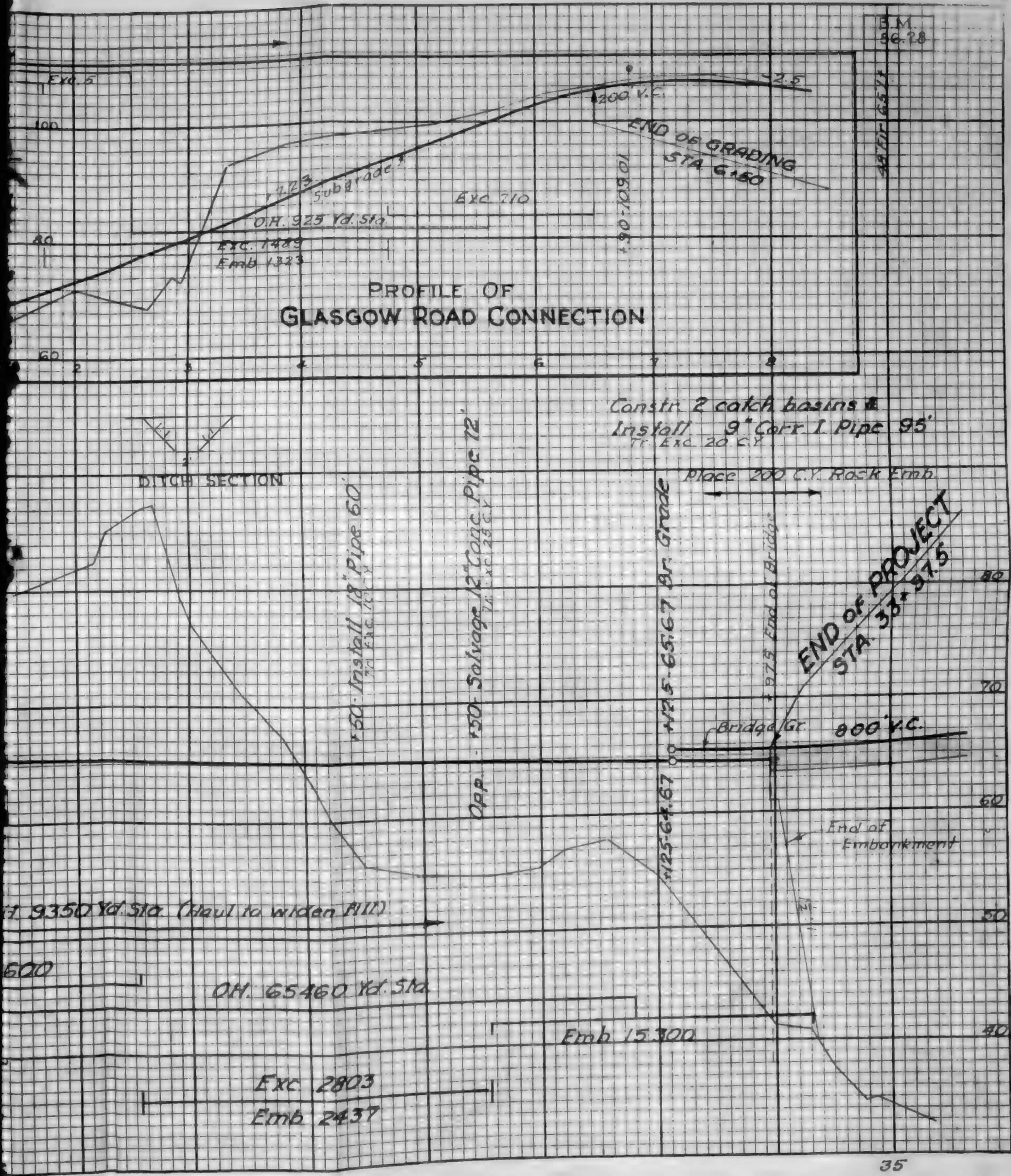
Exc. 16840

11096 Ditch

Salvage 12" Conc. Pipe 72'

Place 200 C.Y. Rock Emb

original)



RECEIVED
JUN 21 1956

FOR FILING

6-1271
5003

35

Salon, Oregon
June 20, 1956

County road connection
at Glasgow, Coos County

Mr. Forrest Cooper

We have received complaints on the connection of the county road leading to Glasgow and US101 at the north end of the Coos Bay Bridge. In a preliminary check of the matter it seemed that this was entirely a County matter, and I was advised that our maintenance did not extend beyond the ditch line of 101. However, it now seems that, when the county road was rebuilt to make the connection to the new alignment of 101, no agreement was entered into with the County and the County seems to feel that this new construction on their road is a state responsibility.

As near as I can gather, the complaint arises from the hair-pin curve in the county road which was put in to connect with their existing road. There is considerable log traffic coming out of this county road which is having difficulty in negotiating this curve. I do not know that there is anything that can practicably be done, but it might be possible to widen the roadbed throughout the curve to give more room for log trucks.

Anything that is done would be done either at the expense of the County or as a County FAS project. It will be appreciated if you would look into the matter and advise as to what could be done. I am attaching prints of the map and profile showing the situation.

OSP:gn
Attach.

G. S. Paxson

cc Mr. J. W. Cattrall

RECEIVED
JUN 26 1956

FOR FILING



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

June 6, 1956

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mrs. Lillian Peppers
Coos Community Club
Route 2, Box 739-A
North Bend, Oregon

Dear Mrs. Peppers:

Mr. G. S. Paxson, Assistant State Highway Engineer, advised you on May 29 that we would investigate jurisdiction on the Glasgow-Coos County Slough County Road immediately north of the McCullough Bridge and east of US101.

I wish to advise that this investigation has been completed and the State Highway Department's responsibility extends only to the most easterly right of way line of the Oregon Coast Highway. Thus, the curve in question is the responsibility of Coos County notwithstanding that certain rights of way immediately adjacent to the County Road are owned by the State Highway Department.

I am referring a copy of your letter of May 22 and this letter to Judge James W. Harrison who, I am sure, will investigate your request and communicate with you further.

Very truly yours,

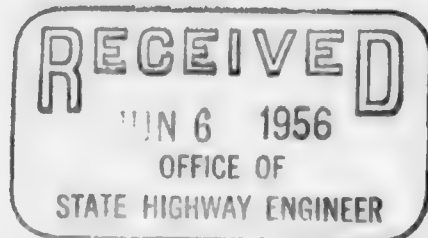
G. S. Paxson
Assistant State Highway Engineer

NOTED
G. S. PAXSON

By

(For) F. B. Crandall
Traffic Engineer

cc: Honorable James W. Harrison
Coos County Judge
bc: Mr. G. S. Paxson (Attachments - Assignment No. OSP 35)
Mr. M. A. Collier
Mr. Tom Edwards



MCE RSB 225 9-29 402P

E A COLLIER

GLASGO ROAD APPROACH IS RIGHT ANGLE CONNECTION IMMEDIATELY NORTH OF COOS
BAY BRIDGE. WE MAINTAIN BEYOND THE DITCH LINE.
2-7-33 XXXXX BALANCE OF THE ROAD MAINTAINED BY COUNTY HAS BEEN OILED IN
RECENT YEARS. NO OTHER CHANGE SINCE COOS BAY BRIDGE WAS BUILT.

EDWARDS

END/DS

PLS ACK

RECD

VKNHTTTVTTTOT

RECEIVED
MAY 31 1956

FOR FILING

6-1071
225

May 29, 1956

Paxson 35

Mrs. Lillian Peffers
Cooston Community Club
Route 2, Box 739-A
North Bend, Oregon

Dear Mrs. Peffers:

This will acknowledge your letter of May 22 concerning the Glasgow-Cooston Slough County Road immediately north of Coos Bay.

We are having a detailed check made to ascertain the status of this road. I believe, however, that it is a county road under the jurisdiction of the County and maintained by the County. I will advise you later when we have completed our investigation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

USP:gm

cc Mr. F. B. Crandall

REFERRED TO

Stiffler
BY DEPUTY STATE HIGHWAY ENGINEER

North Bend, Ore.
Route 2, Box 739A
May 22, 1956

Mr. R. L. Baldock
State Engineer,
State Highway Commission
Salem, Ore.

Dear Sir:

At the meeting of our Club on May 19 we discussed the section of highway between State Highway 101 and the Central Lincoln P.U.D. sub-station on the Glasgow-Cooston Road. We understand that the State Highway Department has the right-of-way on that portion of the road.

The first curve after leaving Highway 101 is very sharp and on a steep grade. It would be impossible to meet a truck there, as a logging truck, for example, must use the whole width of the road to make the turn. We agreed that there should be some improvement made there as it is very dangerous under present conditions, and it is only good luck that there hasn't been a serious accident.

We would appreciate any action you can take to improve the situation.

Yours very truly,
Cooston Community Club

Lillian Peffers

(Mrs.) Lillian Peffers

Paxson Adurad Crandall
to answer divert
H.
6/4



I-176(18) N. Unit, SPRR O'King-Santiam 1957
Jct. Sec. of Pacific Highway

1279
 1-8-57
 1141

M. K. MALVER, ASSEMBLY
 KENNETH E. DLEY, MEMBER
 SENATE
 SENATE

Mr. C. G. P.
 U. S. Post
 408 State Hi
 Salem, Oregon

Dear Sir:

Attached
 issue to the
 line crossing
 883+70 near t

we disou
 Department o
 the followin

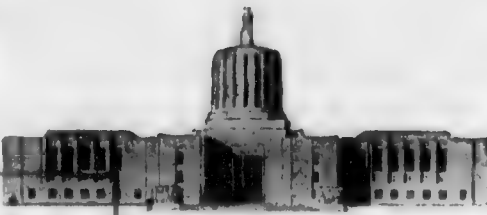
The pole
 pleted withou
 electrical po
 easterly side
 on the wester

The utilit
 located approx
 cribed instal
 possibility o
 very much

RECEIVED

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLANDKENNETH N. FRIDLEY, MEMBER
WASCOGLENN L. JACKSON, MEMBER
MEDFORDFLOYD QUERY, SECRETARY
SALEM

FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 2, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Pole Permit No. 5711
Pacific Power & Light Co.
Pacific Interstate Hwy.
Project No. I-176(18)

Dear Sir:

Attached are four copies of a Pole Permit we propose to issue to the Pacific Power & Light Company, covering a pole line crossing of the Pacific Interstate Highway at Station 883+70 near the Viewcrest Interchange.

We discussed this installation with Mr. Grafe of your Department on March 3 and found that he was already aware of the following described circumstances to this installation:

The pole line crossing is in existence, having been completed without benefit of permit. Its purpose is to convey electrical power from an existing pole line paralleling the easterly side of the highway to an advertising sign located on the westerly side of the highway on private property.

The utility company has an existing pole line crossing located approximately one-quarter mile southerly of the described installation. They were requested to consider the possibility of running a line parallel to and outside the highway right of way from their existing crossing to serve the sign; the cost difference made this objectionable to them.

It appears that the crossing is in accord with the terms and conditions of "A Policy on the Accommodation of Utilities on the National System of Interstate and Defense Highways" and also was constructed satisfactory to our usual permit requirements. We do not, however, look with favor upon the fact that the crossing was constructed prior to the issuance of a permit.

It is our proposal to issue the enclosed permit which contains a clause specifying that the permit is of a temporary nature only and as such is subject to being revoked at any time. We also intend to direct a letter to the utility company objecting

NOTED
P. M. STEPHENSON

Mr. C. G. Polk - 2

May 2, 1960

to their procedure of installing this facility without benefit of permit and requesting closer co-operation on such matters in the future.

If the permit as prepared is satisfactory to the Bureau of Public Roads, will you please so indicate on the executed copy and return same for our files. The three conformed copies of the permit are intended for your use.

Very truly yours,

R. B. Sipprell
Director of Permits

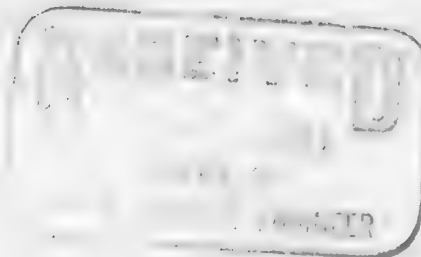
By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls.

cc: Mr. P. M. Stephenson
Mr. J. D. Walker
Mr. Howard C. Johnson



RECEIVED

N. Unit, S. P. R. R. Over-
crossing-Santiam Junction
Contract No. 5004

NO. 10

W. C. WILLIAMS

FINAL COST ANALYSIS

Grading

Contractor: Henry H. Miller

Resident Engineer: D. C. King

April 10, 1959

Pacific Highway

Prefix #22-1064

Project #1-176(18)

176 (18)

5004

Item

Quantity

Unit

Unit Bid

Unit Cost

Total Cost

Gross Revenue

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	7,500.00	- -	3,456.05	7,500.00
*Drainage Excavation	3,174.97	Cu. Yd.	2.00	1.80	5,702.34	6,349.94
*General Excavation	259,395.7	Cu. Yd.	.22	.316	82,036.77	57,067.05
*Short Overhaul	922,463.9	Yd. Sta.	.01	.01	8,949.88	9,224.64
*Long Overhaul	29,105.5	C-Yd. Sta.	.38	.38	10,963.29	11,060.09
*Loading & Placing Top Soil	2,629.5	Cu. Yd.	1.20	1.06	2,789.41	3,155.40
*Finish Roadbed & Slopes	100%	All	5,000.00	1,958.66	1,958.66	5,000.00
*Rounding Cutbanks	3,750	Lin. Ft.	.20	.17	631.88	750.00
*12 " Concrete Culv. Pipe	1,179	Lin. Ft.	2.40	2.04	2,411.33	2,829.60
*18" Concrete Culv. Pipe	3,087	Lin. Ft.	3.80	3.56	10,979.50	11,730.60
*24" Concrete Culv. Pipe	63	Lin. Ft.	5.00	4.73	298.10	315.00
*48" Concrete Culv. Pipe	192	Lin. Ft.	13.50	11.96	2,295.53	2,592.00
*Perf. Metal Dr. Pipe Unctd. 8"	2,068	Lin. Ft.	2.00	1.68	3,481.95	4,136.00
*Concrete Drain Pipe 6"	21	Lin. Ft.	1.00	.68	14.19	21.00
*Perf. Concrete Dr. Pipe 8"	1,158	Lin. Ft.	1.25	1.22	1,417.22	1,447.50
*Special Backfill in Drains	503.83	Cu. Yd.	4.50	4.50	2,266.83	2,267.24
*Arch Type Corr. Metal Pipe 22"	416	Lin. Ft.	5.20	4.44	1,846.20	2,163.20
*Metal End Sections 18"	4	Each	45.00	39.28	157.12	180.00
*Metal End Sections 24"	29	Each	60.00	52.91	1,534.48	1,740.00
*Metal End Sections 30"	2	Each	70.00	70.72	141.45	140.00
*Arch Type Metal End Sections 22"	8	Each	30.00	24.61	196.90	240.00
**Concrete Manhole	1	Each	200.00	172.54	172.54	200.00
**Adjustment of Catch Inlets	1	Each	100.00	45.82	45.82	100.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Class "A" Concrete	332.91	Cu. Yd.	48.00	34.56	11,505.86	15,979.60
*Metal Reinforcement	51,613	Lbs	.14	.11	5,917.62	7,225.82
*Type 2 Fence	2,276.97	Rod	5.40	4.90	11,157.15	12,295.64
*14' x 48" Metal Gates	1	Each	90.00	88.80	88.80	90.00
*Loose Riprap	111.3	Cu. Yd.	6.00	5.22	581.43	667.80
*Coarse Cr. Mat'l in Base	1,775	Cu. Yd.	2.65	2.24	3,983.98	4,703.75
*3/4"-0 Mat'l in Base	365	Cu. Yd.	2.95	2.44	892.27	1,076.75
*Sprinkling	869.9	M-Gal.	3.50	2.50	2,172.35	3,044.65
*Class "B" Asphaltic Concrete	351.118	Ton	7.00	6.80	2,387.60	2,457.83
*PA#1 Felling Danger Trees	89.3	Sq. Ft.	6.00	2.77	247.28	535.80
*PA#2 Furn. & Place 3" Water Line	400	Lin. Ft.	1.70	1.08	431.87	680.00
*PA#3 Salvage & Relay 18" Culv. Pipe	48	Lin. Ft.	2.30	1.94	93.15	110.40
**PA#4 Construct Special Manhole	100%	All	300.00	190.95	190.95	300.00
**PA#5 Cement Adj. (Favor of State)	21.43	Bbl	4.55	4.55	97.51	97.51
*PA#6 Pit Run Rock	1,160	Cu. Yd.	1.65	1.36	1,576.69	1,914.00
*PA#7 Salvage Culvert Pipe	351	Lin. Ft.	2.75	1.65	579.78	965.25
*PA#8 8" Perf. Metal Dr. Pipe	840	Lin. Ft.	.99	.99	831.60	831.60
*PA#8 8" Helcor Bands	34	Each	1.18	1.18	40.12	40.12
*PA#8 22" x 13" Arch Type Metal End Section	3	Each	15.93	15.93	47.79	47.79
*PA#8 24" Concrete Culvert Pipe	9	Lin. Ft.	3.10	3.10	27.90	27.90
*Force Account					6,823.16	7,154.30
					<u>\$ 193,422.30</u>	<u>\$ 190,455.85</u>

Final Cost Analysis - Contract No. 5004
 N. Unit, S. P. R. R. Overcrossing-Santiam Junction

	Gross Revenue	Total Cost	Profit	Loss	Net Loss	% of Profit	% of Loss	Total Loss
Henry Miller	167,863.82	175,558.04		7,694.22			4.6%	
Snook Brothers	22,592.03	17,864.26	4,727.77			20.9%		
	<u>190,455.85</u>	<u>193,422.30</u>	<u>4,727.77</u>	<u>7,694.22</u>	<u>2,966.45</u>	<u>20.9%</u>	<u>4.6%</u>	<u>1.5%</u>

DETAIL OF COST
Contract No. 5004
Henry Miller

Labor:

Labor	\$ 55,658.20	
Labor Insurance	4,636.33	
Health & Welfare	1,847.50	\$ 62,142.03

Materials:

12" Conc. Culv. Pipe	1,179 Ft. @ \$1.00	1,179.00	
18" Conc. Culv. Pipe	3,087 Ft. @ \$2.05	6,328.35	
24" Conc. Culv. Pipe	63 Ft. @ \$3.10	195.30	
48" Conc. Culv. Pipe	192 Ft. @ \$9.25	1,776.00	
8" Perf. Metal Dr. Pipe	2,908 Ft. @ \$0.99	2,878.92	
8" Metal Bands	133 Ea. @ \$1.18	156.94	
6" Conc. Drain Pipe	21 Ft. @ \$0.43	9.03	
8" Perf. Conc. Dr. Pipe	1,158 Ft. @ \$0.50	579.00	
22" Arch Type Corr. M. Pipe	416 Ft. @ \$2.90	1,206.40	
22" Corr. Metal Bands	21 Ea. @ \$2.90	60.90	
18" Metal End Section	4 Ea. @ \$31.45	125.80	
24" Metal End Section	29 Ea. @ \$44.76	1,298.04	
30" Metal End Section	2 Ea. @ \$62.90	125.80	
22" Arch Type End Section	8 Ea. @ \$17.32	138.56	16,058.04

Equipment Rentals & Miscellaneous Supplies:

Equipment Rental, Owned	54,083.06	
Equipment Rental, Hired	6,438.87	
Gas, Oil, and Grease	6,303.41	
Bond	1,033.00	
P. U. C.	327.85	
P. L. & P. D. Insurance	695.73	
Freight and Cartage	1,159.05	
Small Tools and Miscellaneous Supplies	875.90	
Amt. Paid Robinson & Robinson for Fencing & Gate	11,245.35	
Amt. Paid Western Paving Co, for Class "B" Asphaltic Concrete and Placing Shoulder Rock	2,534.10	
Amt. Paid Albany Sand & Gravel Co. for Crushed Gravel	5,124.55	
Amt. Paid for Pit Run Rock	1,334.00	
Amt. Paid for Furnishing & Placing Topsoil	1,839.60	
Home Office and General Overhead	4,363.50	97,357.97

TOTAL

\$ 175,558.04

DETAIL OF COST - CONTRACT #5004
Snook Brothers

Labor:

Labor		\$ 4,366.26	
Labor Insurance		480.29	
Health & Welfare		153.70	
			\$ 5,000.25

Materials:

Redi-mix Concrete	350.75 Cu. Yd. @ \$13.20	4,629.90	
Metal Reinforcement	51,613 Lbs. @ \$0.09	4,645.17	
			9,275.07

Equipment Rental and Miscellaneous Supplies:

Equipment Rental	985.00	
Gas, Oil & Grease	150.00	
Bond	131.37	
P.U.C.	45.00	
P.L. & P.D. Insurance	54.57	
Small Tools and Miscellaneous Supplies	175.50	
Freight and Cartage	477.80	
Home Office and General Overhead	1,094.70	
Lumber	475.00	
		3,588.94

TOTAL

\$ 17,864.26

Remarks - Contract #5004

This was a "Federal Aid Interstate Project" calling for the grading of 3.41 miles of highway roadbed with frontage and connecting roads on the North Unit of the S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County.

The contract was bid June 27, 1957, awarded July 16, 1957; work started July 9, 1957 and the project was completed October 28, 1958.

The contractor moved in two D-8 Caterpillars with dozers and a crew of four men on July 9, 1957 and started clearing. This consisted of brush and small fir and oak trees. A profit was realized on the clearing.

The grading equipment was moved in the week ending July 20th and consisted of two D-8 Caterpillars, four Tournapulls, one hired 1/2-cubic yard shovel, and one caterpillar #12 blade. Excavating was started in the vicinity of Station 847 to Station 857 making good progress. This was very good material for the rubber tired equipment. The grading work ceased October 11, 1957 for the winter as the grade was too wet. Work was resumed July 7, 1958 for two weeks then closed down, due to the operators strike, for five weeks. The excavation between Station 955 and Station 972 consisted of wet material and only fair progress was made. The contractor suffered a loss on the excavation.

The contractor sub-contracted the installation of the Type 2 fence to Robinson & Robinson, fencing contractors, realizing a fair profit.

The concrete work, including manholes and box culverts, was sub-contracted to Snook Brothers, cement contractors, at sub-contract prices and a good profit was realized on these items.

The contractor purchased the rock material from various commercial plants at delivered prices with the contractor doing the street work with his equipment.

The Class "B" Asphaltic Concrete was purchased and placed by the Western Paving Company, who has a commercial plant near Albany.

The contractor had mostly good bid prices, good equipment, and good supervision but a low excavation bid price resulted in a loss for the entire project.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
1039

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 30, 1959

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

(VOUCHER NO.)

14 Final
(WARRANT NO.)

Henry H. Miller Contractors, Inc.
(AMOUNT) (DATE)

2146

H235128

\$ 5,727.85

1-30-59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 140 workdays from 7-26-57

Time Extensions: None

Completion Date: Oct. 28, 1958

Date Accepted: Jan. 22, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 2, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

FEB -2 1959
[Signature]

NOTED ON CARD

cm

RECEIVED
JAN 21 1959

FOR FILING

I 176 (18)

5004

Jan. 20, 1959

CERTIFIED MAIL

General Insurance Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5004, for grading on the N. Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County was completed by the contractor, Henry H. Miller Contractors, Inc., on Oct. 28, 1958, but has not yet been accepted by the Commission.

Final payment in the amount of \$5,727.85 will be released to the contractor after acceptance by the Commission. The total contract amount is \$190,455.85, of which amount \$7,154.30 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

lm

OREGON STATE HIGHWAY DEPARTMENT

176 (15) **Field Engineer's Weekly Report**

5004 FOR CONSTRUCTION PROJECTS ONLY

North Unit, For Week Ending November 22, 1958
 Section S.P. Overcrossing - Santiam Junction Kind of work Grading
 Highway Pacific County Linn Section prefix 22-1064
 Contractor Henry H. Miller, Contractors Inc. Contract number 5004
 Date of contract July 16, 1957 Specified work days 140
 Date work started July 9, 1957 Work days used 121
 Project authorization \$253,971.00 Per cent of time elapsed 86 %
 Exclusive of engineering \$235,910.84
 Estimated cost of completed project, exclusive of engineering \$235,910.84
 Estimated per cent overrun or underrun 0 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$18,060.15
 Engineering cost to date \$19,500 107 % Date project was completed October 28, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men in office all week computing quantities for the semifinal estimate.

CONSTRUCTION DIVISION

RECEIVED

NOV 24 1958

NOTED--

6 IN 10
 GE AGE AGE NO.

Noted
 M. N. Juvo

NOTED

C. E. PAULSEN

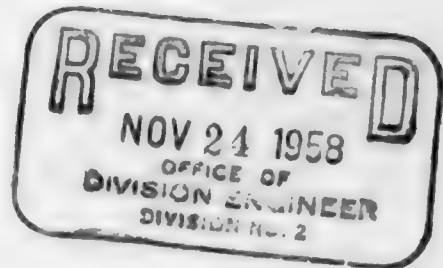
Signed

Resident Engineer

Address 1101 North Pacific Highway, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing



	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.41	0.3			
Miles partially completed					
Miles completed	3.41	0.3			
Total estimated quantities (contract)	284,000	3,700			770
Total quantities corrected to date	260,000	1,970			350
Estimated quantities moved or placed to date	260,000	1,970			350
Average daily quantities					0
Average daily quantities necessary to complete project on time					0
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 2 1958

FOR FILING

176-111

May 29, 1958

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering slide removal on the North Unit, S. P. Overcrossing - Santiam Jct. Section of the Pacific Highway in Linn County, Contract No. 5004, in connection with Federal Aid Project No. [I-176(18)] 1-5-4(1)235.

A slide has occurred between Stations 852 and 856, breaking back of the right of way line. This order covers the extra work of clearing the top of the slide area, removal of danger trees, dosing the slide material where it can be picked up by excavating equipment and re-establishing the right of way fence on a new line. Additional right of way to include the area broken by the slide is in process of acquisition.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRR:KX

RECEIVED
APR 1 1958

FOR FILING

5004
5004
5004

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem

March 26, 1958

SUBJECT: North Unit S.P.R.R. Overcrossing
Santiam Junction Section
Pacific Highway
Contract No. 5004

To: Mr. L. H. Young
Assistant Construction Engineer

Office

In reply to your letter of March 24, 1958, I am attaching hereto two copies of a lease between Albany Rock Products and Henry H. Miller Contractors, Inc., two assignments of the lease by Mr. Miller to the State Highway Commission, and three copies of a letter dated February 28, 1958 addressed to Henry H. Miller Contractors, Inc. and signed by Roy L. Houck consenting to the leasing of this property to Mr. Miller notwithstanding the fact that Houck & Sons have a prior lease on the identical property for the storing of materials.

The lease, assignment of lease and Mr. Houck's letter appear satisfactory for the purposes of the State and would authorize the advance payments for stockpiling of materials, to Mr. Henry H. Miller. The only discrepancies are as follows:

1. The lease expires on September 30, 1958, whereas the assignment of lease agrees to make the premises available for the duration of the contract.
2. The property must be solely and exclusively used for the purpose of storing rock products manufactured and produced by the lessor, Albany Rock Products.
3. That upon the expiration of the lease, on September 30, 1958, the lessee is to promptly remove all equipment placed upon the premises for the handling and storing and removal of rock products.

The property described in the lease is the same as the property described in a similar lease between Albany Rock Products and Roy L. Houck & Sons, and is involved in our contract No. 5024 with Mr. Houck. In fact, we, therefore, already have an assignment to the same premises. There should not be any conflict of interest, however, since, if I am correctly informed, Albany Rock Products is producing the material needed by both Henry H. Miller Contractors, Inc. and Roy L. Houck & Sons. It appears, however, that it might be advisable for our engineer who measures the quantity of rock for advance payment to keep the stockpiles for the two

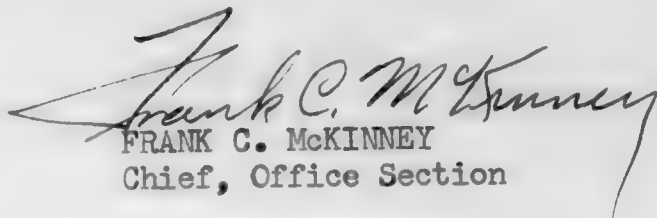
Mr. L. H. Young

Page 2

3-26-58

contractors separate so that we will not get the advance payments confused between the two contractors.

I have had Mr. Rohde accept the assignment of lease.


FRANK C. McKINNEY
Chief, Office Section

FCMcK:ma

Enc.

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. L. I. Linds

Ed - Review thru Probert

CONSTRUCTION DIVISION
RECEIVED

MAR 26 1958

NOTED-- ☐ ☒ ☐ ☐ ☐
CE ACE ACE COE

208-58

THIS AGREEMENT made and entered into this 28th day of February, 1958, by and between ALBANY ROCK PRODUCTS, a copartnership, hereinafter termed "lessor," and HENRY H. MILLER CONTRACTORS, INC., an Oregon corporation, hereinafter termed "lessee,"

W I T N E S S E T H:

The lessor hereby lets and leases unto the lessee, and the lessee does hereby take and rent of the lessor the following described premises, to-wit:

Beginning at a point South $4^{\circ}30'$ West 1580.43 feet and West 1087.31 feet and South 1494.86 feet from a point on the South line of and North $89^{\circ}57'$ West 1654.33 feet from the southeast corner of the Matthew C. Chambers DLC#40, in T. 11 S., R. 3 W., W.M., Linn County, Oregon; running thence North $4^{\circ}30'$ East 1050 feet; thence North $88^{\circ}9'$ East 225 feet; thence South $4^{\circ}30'$ West 1050 feet; thence South $88^{\circ}9'$ West 225 feet to the place of beginning. All lying and being situate in Linn County, State of Oregon.

TERM:

The term of this lease shall be as follows: Commencing as of date hereof to and including September 30, 1958.

RENTAL:

The lessor reserves and the lessee agrees to pay as rental for said premises the sum of One Dollar, the receipt of which sum is hereby acknowledged.

LESSOR'S COVENANTS;

The lessor covenants and agrees as follows:

(1) That upon the performance of the terms and agreements herein contained to be kept and performed by the lessee, the lessee shall have quiet and peaceful possession of the premises.

(2) That this lease may be assigned by the lessee to the State of Oregon by and through its State Highway Department, but unto no other person, firm or corporation without the consent of the lessor in writing first had and obtained.

LESSEE' COVENANTS:

The lessee covenants and agrees as follows:

(1) That it will use said premises solely and exclusively for

the purpose of storing thereon the rock products manufactured and produced by the lessor to the quantity and extent that the said lessee shall purchase and acquire the same of and from the lessor.

(2) That upon the expiration of the term of this lease it will promptly remove all equipment placed upon said premises by said lessee for the handling and storing and removal of said rock products.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals this day and date first hereinabove written.

ALBANY ROCK PRODUCTS

By W. C. Salmon (seal)

HENRY H. MILLER CONTRACTORS, INC.

BY Thomas A. Hutchinson

February 28, 1958

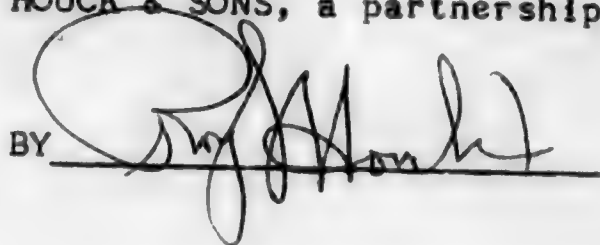
Henry H. Miller Contractor, Inc.
Albany, Oregon

Gentlemen:

This letter is to authorize and permit your company to store during the term of the undersigned's lease from Albany Rock Products, rock products and other materials purchased and acquired by you from the Albany Rock Products upon the premises covered by said lease from said Albany Rock Products to the undersigned, said lease being dated the 29th day of January, 1958, and said leased premises being adjacent to the plant of said lessor lying easterly of the City of Albany, Oregon, said premises being more particularly described in said lease; provided, however, that said storage shall be carried on so as to not interfere materially with the use of said leased premises by the undersigned.

HOUCK & SONS, a partnership

BY



ASSIGNMENT OF LEASE

For value received HENRY H. MILLER CONTRACTORS, INC.,

contractor on highway (bridge) construction contract No. 5004, does hereby sell, transfer, assign, and set over to the State of Oregon, by and through its State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease attached hereto, reserving the right to go upon and use the lease premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

- Attachments:
1. Copy of lease from Albany Rock Products (lessor) to Henry H. Miller Contractors, Inc. (contractor-lessee) dated Feb. 28, 1958, covering a parcel of land in Section 10, Township 11S, Range 3W, W. M., Linn County, Oregon.
 2. Title report of lessor.

January 24, 1958
Date

Albany, Oregon
Place

Henry H. Miller Contractors, Inc.
Contractor

By Selmar A. Hutchins
Secretary, Treasurer

STATE OF OREGON } ss.
County of Douglas

On this 19th day of March, 1958, personally came before me, a Notary Public in and for said county and state, the within named Selmar A. Hutchins, Sec., Treas. of Henry H. Miller Contractors, Inc. to me personally known to be the identical person described in, and who executed, the within instrument, and who each personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Shirley Grant
Notary Public for Oregon

My commission expires August 5, 1961

ACCEPTANCE RECOMMENDED:

[Signature]
State Highway Engineer

ACCEPTED, on behalf of the State
Highway Commission

[Signature]
Chief Counsel

RECEIVED
MAR 25 1958

FOR FILING OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 24, 1958

SUBJECT: North Unit, S.P.R.R. O'Xing-
Santiam Jct. Section
Pacific Highway
Contract No. 5004

To: Mr. Leonard I. Lindas
Chief Counsel
Office

Attention Mr. Frank C. McKinney

I am forwarding herewith an Assignment of Lease between the Albany Rock Products Company and Henry H. Miller, prime contractor, on the subject named job.

This is forwarded for your determination as to its adequacy in protecting the State for advance payments to the contractor on materials produced and to be later incorporated into the work. If the instruments forwarded herewith are o.k. will you please forward them on to the Deputy State Highway Engineer for his approval.

Tom Edwards
Construction Engineer

By *L. H. Young*
L. H. Young
Ass't Construction Engineer

LHY:je

Encl.

cc Forrest Cooper
S. H. Probert

NOTED
FORREST COOPER

RECEIVED
MAR 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1958

FOR FILING

5-7-58
5-1-58

March 12, 1958

Mr. G. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering rental of a tractor to operate a vibratory compactor on the North Unit, S. P. R. R. Overcrossing-Gentian Junction Section of the Pacific Highway in Linn County, Contract No. 5004, in connection with Federal Aid Project No. I-176(18).

Enhancement at bridge ends and at box culverts has not settled sufficiently to surface without additional compaction. Due to the stepped up construction it is necessary that special methods be used to compact these areas. The vibratory compactor will be state owned equipment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

12-1-58

5004

Monthly Transaction No.	Form 2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
RECEIVED 11-18 NOV 11 1957 8	FEDERAL-AID PROJECT AGREEMENT 11-13-57		County Linn
			Project No. 1-176(18)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 356), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
South end I-176(16) to N. Albany Junction (approx. 1 mile north of Albany) (U.S. 99).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	6/12/57	
Rights-of-Way		
Construction	6/12/57	3.4
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 430,499.90	Federal funds \$ 397,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By *Charles Reynolds*
Chairman, State Highway Commission
(title)

By _____
Member, State Highway Commission
(title)

By *M. J. Thurman*
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By *C. H. Polk*
Division Engineer

Date executed by
Division Engineer November 13, 1957

FOR APPROVAL:
[Signature]

USComm-DC 11160

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*No. 1, 5004, 2nd - 3rd - 4th Section
Pacific Highway
San County*

NATURE OF WORK:

Grade and Structure

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5004 Henry H. Miller 7-16-57
5018 Valley Constr. Co. &
 Lower Sales & Erecting Co. 8-8-57

DATE OF COMPLETION:

5004 - 140 Workdays from 7-26-57
5018 - 310 Workdays from 8-22-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. I-176(18)

NORTH UNIT, SOUTHERN PACIFIC RAILROAD OVERCROSSING-SANTIAM JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN LEWIS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 25, 1957

Type Code P.E.

Preliminary Engineering

All Required \$ 6,000.00

Type Code 0010

Roadway (Sta. 847+00 to Sta. 1027+00) (Contract No. 5004)

Clearing and Grubbing	All Required	\$	\$ 7,500.00
Drainage Excavation, Unclassified	3,700 cu. yds.	2.00	7,400.00
General Excavation, Unclassified	284,000 cu. yds.	0.22	62,480.00
Short Overhaul	1,033,000 yd. sta.	0.01	10,330.00
Long Overhaul	37,000 C-yd. sta.	0.38	14,060.00
Loading and Placing Topsoil	3,500 cu. yds.	1.20	4,200.00
Finishing Roadbed and Slopes	All Required		5,000.00
Rounding Cutbanks	3,300 lin. ft.	0.20	660.00
12-inch Concrete Pipe	1,100 lin. ft.	2.40	2,640.00
18-inch Concrete Pipe	3,800 lin. ft.	3.80	14,440.00
24-inch Concrete Pipe	80 lin. ft.	5.00	400.00
48-inch Concrete Pipe	200 lin. ft.	13.50	2,700.00
6-inch Perforated Metal Drain Pipe	3,600 lin. ft.	2.00	7,200.00
6-inch Concrete Drain Pipe	160 lin. ft.	1.00	160.00
8-inch Perforated Concrete Drain Pipe	1,280 lin. ft.	1.25	1,600.00
Special Backfill in Drains	1,800 cu. yds.	4.50	8,100.00
22-inch Arch Type Corrugated Metal Pipe	550 lin. ft.	5.20	2,860.00
18-inch Metal End Sections	4 only	45.00	180.00
24-inch Metal End Sections	30 only	60.00	1,800.00
30-inch Metal End Sections	2 only	70.00	140.00
22-inch Arch Type Metal End Section	12 only	30.00	360.00
Concrete Manholes	1 only	200.00	200.00
Adjustment of Catch Inlets	1 only	100.00	100.00
Class "A" Concrete	370 cu. yds.	48.00	17,760.00
Metal Reinforcement	51,500 lbs.	0.14	7,210.00
Type 2 Fence	2,200 rods	5.40	11,880.00
14' x 48" Metal Gate	1 only	90.00	90.00
Loose Riprap	160 cu. yds.	6.00	960.00
Coarse Crushed Material in Base	3,060 cu. yds.	2.65	8,109.00
3/4" - 0 Material in Base	640 cu. yds.	2.95	1,888.00
Sprinkling	130 M-gal.	3.50	455.00
Class "B" Asphaltic Concrete	770 tons	7.00	5,390.00
			<u>\$208,252.00</u>
Flagging (57 1/2% of Contractor's Cost)			<u>3,200.00</u>

Subtotal	\$211,452.00
10% Engr. & Cont.	21,145.20
Total	<u>\$232,597.20</u>

Type Code X721View Crest Undercrossing (Sta. 873+50) (Contract 5000)

Structural Excavation	260 cu. yds.	\$6.00	\$ 1,560.00
Furnish Steel Pile Shells	440 lin. ft.	3.60	1,584.00
Drive Steel Pile Shells	8 only	85.00	680.00
Furnish Treated Timber Piling	3,360 lin. ft.	1.50	5,040.00
Drive Timber Piles	96 only	40.00	3,840.00
Class "A" Concrete	514 cu. yds.	60.00	30,840.00
Metal Reinforcement	124,000 lbs.	0.125	15,500.00
8-inch Metal Drain Pipe	190 lin. ft.	4.00	760.00
Concrete Slab Riprap	210 sq. yds.	7.50	1,575.00
			<u>\$ 61,379.00</u>

ALTERNATE "B"Type Code 021Murder Creek Bridge (Sta. 975+86 to Sta. 977+12) (S.B. Lane) (Contract 5018)

Structural Excavation	69 cu. yds.	\$2.50	\$ 172.50
Furnish Concrete Piles	964 lin. ft.	5.50	5,302.00
Drive Concrete Piles	32 only	40.00	1,280.00
Class "A" Concrete	259 cu. yds.	60.00	15,540.00
Metal Reinforcement	71,100 lbs.	0.135	9,598.50
8-inch Metal Drain Pipe	50 lin. ft.	3.00	150.00
			<u>\$ 32,043.00</u>

Type Code X050Murder Creek Bridge (Sta. 977+40 to Sta. 978+12) (Frontage Road) (Contract No. 5018)

Structural Excavation	12 cu. yds.	\$2.50	\$ 30.00
Furnish Concrete Piling	120 lin. ft.	5.50	660.00
Drive Concrete Piles	10 only	40.00	400.00
Class "A" Concrete	115 cu. yds.	60.00	6,900.00
Metal Reinforcement	31,800 lbs.	0.135	4,293.00
8-inch Metal Drain Pipe	50 lin. ft.	3.00	150.00
			<u>\$ 12,433.00</u>

Type Code X221Murder Creek Overcrossing (Sta. 978+05.5 to Sta. 979+36.5) (N.B. Lane) (Contract 5018)

Structural Excavation	69 cu. yds.	\$2.50	\$ 172.50
Furnish Concrete Piling	832 lin. ft.	5.50	4,576.00
Drive Concrete Piles	32 only	40.00	1,280.00
Class "A" Concrete	267 cu. yds.	60.00	16,020.00
Metal Reinforcement	73,500 lbs.	0.135	9,922.50
8-inch Metal Drain Pipe	110 lin. ft.	3.00	330.00
General Excavation, Unclassified	All Required		4,000.00
			<u>\$ 36,301.00</u>

Type Code X221Murder Creek Overcrossing (Sta. 978+05.5 to Sta. 979+36.5) (S.B. Lane) (Contract 5018)

Structural Excavation	69 cu. yds.	\$2.50	\$ 172.50
Furnish Concrete Piling	832 lin. ft.	5.50	4,576.00
Drive Concrete Piles	32 only	40.00	1,280.00

Class "A" Concrete
Metal Reinforcement
8-inch Metal Drain Pipe

267 cu. yds.	\$60.00	\$ 16,020.00
73,500 lbs.	0.135	9,922.50
110 lin. ft.	3.00	330.00
		<u>\$ 32,301.00</u>

Subtotal ALTERNATE "B" \$113,078.00

Subtotal (using Alternate "B")	\$174,457.00
10% Engr. & Cont.	17,445.70
Total	<u>\$191,902.70</u>

Length of Roadway 3.363 Miles
Length of Structures 0.049 Miles
Total Length 3.412 Miles
Cost of Roadway Per Mile . . . \$69,163.60

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineer- ing	\$ 6,000.00	\$ 5,400.00	\$ 600.00
Roadway	232,597.20	214,800.00	17,797.20
Structures *	<u>191,902.70</u>	<u>177,200.00</u>	<u>14,702.70</u>
	\$430,499.90	\$397,400.00	\$33,099.90

* Using Alternate "B"

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

<u>View Crest Undercrossing</u>		Sta.
260 Cu. Yds.	Structural Excavation @ 6 ⁰⁰	1560
440 Lin. Ft.	Furnish Steel Pile Shells @ 4 ⁰⁰	1760
8 Only	Drive Steel Pile Shells @ 70 ⁰⁰	560
3360 Lin. Ft.	Furnish Treated Timber Piling @ 1 ⁵⁰	5040
96 Only	Drive Timber Piles @ 50 ⁰⁰	4800
514 Cu. Yds.	Class "A" Concrete @ 70 ⁰⁰	35,980
12400 Lbs.	Metal Reinforcement @ 0.13	16,120
40 Lin. Ft.	8-inch Metal Drain Pipe @ 4 ⁰⁰	760
210 Sq. Yds.	Concrete Slab Prep @ 10 ⁰⁰	2100
All N.P.	Structural Steel (17,360 @ 0.18)	3125

For Comparison of Bids ~~363,685~~

71,805⁶³
8,975⁶³

12 1/2 %
Authorization 50,750⁶³

Oregon State Highway Department

Federal Aid
Project No. I-176(18)

NORTH UNIT, SOUTHERN PACIFIC RAILROAD OVERCROSSING-

SANTIAM JUNCTION SECTION OF THE PACIFIC HIGHWAY

IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 10, 1957

Type Code P.E.

Preliminary Engineering

All Required \$ 6,000.00

Type Code 0010

Roadway (Sta. 847+00 to Sta. 1027+00)

Clearing and Grubbing	All Required	\$	\$ 5,000.00
Drainage Excavation, Unclassified	3,700 cu. yds.	2.50	9,250.00
General Excavation, Unclassified	284,000 cu. yds.	0.27	76,680.00
Short Overhaul	1,033,000 yd. sta.	0.01	10,330.00
Long Overhaul	37,000 C-yd. sta.	0.40	14,800.00
Loading and Placing Topsoil	3,500 cu. yds.	1.25	4,375.00
Finishing Roadbed and Slopes	All Required		8,000.00
Rounding Cutbanks	3,300 lin. ft.	0.20	660.00
12-inch Concrete Pipe	1,100 lin. ft.	2.00	2,200.00
18-inch Concrete Pipe	3,800 lin. ft.	3.50	13,300.00
24-inch Concrete Pipe	80 lin. ft.	4.50	360.00
48-inch Concrete Pipe	200 lin. ft.	15.00	3,000.00
8-inch Perforated Metal Drain Pipe	3,600 lin. ft.	2.00	7,200.00
6-inch Concrete Drain Pipe	160 lin. ft.	1.25	200.00
8-inch Perforated Concrete Drain Pipe	1,280 lin. ft.	1.60	2,048.00
Special Backfill in Drains	1,800 cu. yds.	6.00	10,800.00
22-inch Arch Type Corrugated Metal Pipe	550 lin. ft.	4.50	2,475.00
18-inch Metal End Sections	4 only	40.00	160.00
24-inch Metal End Sections	30 only	65.00	1,950.00
30-inch Metal End Sections	2 only	85.00	170.00
22-inch Arch Type Metal End Section	12 only	45.00	540.00
Concrete Manholes	1 only	275.00	275.00
Adjustment of Catch Inlets	1 only	30.00	30.00
Class "A" Concrete	370 cu. yds.	48.00	17,760.00
Metal Reinforcement	51,500 lbs.	0.14	7,210.00
Type 2 Fence	2,200 rods	4.50	9,900.00
14' x 48" Metal Gate	1 only	75.00	75.00
Loose Riprap	160 cu. yds.	6.00	960.00
Coarse Crushed Material in Base	3,060 cu. yds.	2.75	8,415.00
3/4" - 0 Material in Base	640 cu. yds.	3.00	1,920.00
Sprinkling	130 M-gals.	2.50	325.00
Class "B" Asphaltic Concrete	770 tons	8.00	6,160.00
			<u>\$226,528.00</u>
Flagging (57 1/2% of Contractor's Cost)			<u>3,200.00</u>

Subtotal \$229,728.00
 10% Engr. & Cont. 22,972.80
 Total \$252,700.80

Type Code X721
View Crest Undercrossing (Sta. 873+50)

Structural Excavation	260 cu. yds.	\$6.00	\$ 1,560.00
Furnish Steel Pile Shells	440 lin.ft.	4.00	1,760.00
Drive Steel Pile Shells	8 only	70.00	560.00
Furnish Treated Timber Piling	3,360 lin.ft.	1.50	5,040.00
Drive Timber Piles	96 only	50.00	4,800.00
Class "A" Concrete	514 cu. yds.	70.00	35,980.00
Metal Reinforcement	124,000 lbs.	0.13	16,120.00
8-inch Metal Drain Pipe	190 lin.ft.	4.00	760.00
Concrete Slab Riprap	210 sq. yds.	10.00	2,100.00

Subtotal \$ 68,680.00
 10% Engr. & Cont. 6,868.00
 Total \$ 75,548.00

Length of Roadway 3.363 Miles
 Length of 4 Structures 0.049 Mile
 Total Length 3.412 Miles
 Cost of Roadway Per Mile \$75,200.95

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 6,000.00	\$ 5,500.00 5542.00	\$ 500.00 457.00
Roadway	252,900.80 252,700.80	233,600.00 233,461.00	19,300.80 19,239.80
Structure	75,548.00 75,548.00	69,780.00 69,796.00	5,868.00 5,752.00
	<u>\$334,448.80</u>	<u>\$398,880.00</u>	<u>\$ 25,648.80</u>
	334,248.80	308,800.00	25,448.80

Subtotal	\$229,728.00
10% Engr. & Cont.	<u>22,972.80</u>
Total	\$252,700.80

Type Code X721

View Crest Undercrossing (Sta. 873+50)

Structural Excavation	260 cu. yds.	\$6.00	\$ 1,560.00
Furnish Steel Pile Shells	440 lin. ft.	4.00	1,760.00
Drive Steel Pile Shells	8 only	70.00	560.00
Furnish Treated Timber Piling	3,360 lin. ft.	1.50	5,040.00
Drive Timber Piles	96 only	50.00	4,800.00
Class "A" Concrete	514 cu. yds.	70.00	35,980.00
Metal Reinforcement	124,000 lbs.	0.13	16,120.00
8-inch Metal Drain Pipe	190 lin. ft.	4.00	760.00
Concrete Slab Riprap	210 sq. yds.	10.00	<u>2,100.00</u>

Subtotal	\$ 68,680.00
10% Engr. & Cont.	<u>6,868.00</u>
Total	\$ 75,548.00

Length of Roadway	3.363 Miles
Length of 4 Structures	0.049 Mile
Total Length	3.412 Miles
Cost of Roadway per Mile	\$75,200.95

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 6,000.00	\$ 5,543.00	\$ 457.00
Roadway	252,700.80	233,461.00	19,239.80
Structure	<u>75,548.00</u>	<u>69,796.00</u>	<u>5,752.00</u>
	\$334,248.80	\$308,800.00	\$ 25,448.80

NORTH UNIT, SOUTHERN PACIFIC RAILROAD OVERCROSSING-SANTIAM JUNCTION SECTIONOF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 5, 1957

Type Code P.E.

Preliminary Engineering

All Required

\$ 6,000.00

Type Code 0010Roadway (Sta. 847+00 to Sta. 1027+00) (Low Bid Prices)

Clearing and Grubbing	All Required	\$	\$ 7,500.00
Drainage Excavation, Unclassified	3,700 cu. yds.	2.00	7,400.00
General Excavation, Unclassified	284,000 cu. yds.	0.22	62,480.00
Short Overhaul	1,033,000 yd. sta.	0.01	10,330.00
Long Overhaul	37,000 C-yd.sta.	0.38	14,060.00
Loading and Placing Topsoil	3,500 cu. yds.	1.20	4,200.00
Finishing Roadbed and Slopes	All Required		5,000.00
Rounding Cutbanks	3,300 lin. ft.	0.20	660.00
12-inch Concrete Pipe	1,100 lin. ft.	2.40	2,640.00
18-inch Concrete Pipe	3,800 lin. ft.	3.80	14,440.00
24-inch Concrete Pipe	80 lin. ft.	5.00	400.00
48-inch Concrete Pipe	200 lin. ft.	13.50	2,700.00
8-inch Perforated Metal Drain Pipe	3,600 lin. ft.	2.00	7,200.00
6-inch Concrete Drain Pipe	160 lin. ft.	1.00	160.00
8-inch Perforated Concrete Drain Pipe	1,280 lin. ft.	1.25	1,600.00
Special Backfill in Drains	1,800 cu. yds.	4.50	8,100.00
22-inch Arch Type Corrugated Metal Pipe	550 lin. ft.	5.20	2,860.00
18-inch Metal End Sections	4 only	45.00	180.00
24-inch Metal End Sections	30 only	60.00	1,800.00
30-inch Metal End Sections	2 only	70.00	140.00
22-inch Arch Type Metal End Section	12 only	30.00	360.00
Concrete Manholes	1 only	200.00	200.00
Adjustment of Catch Inlets	1 only	100.00	100.00
Class "A" Concrete	370 cu. yds.	48.00	17,760.00
Metal Reinforcement	51,500 lbs.	0.14	7,210.00
Type 2 Fence	2,200 rods	5.40	11,880.00
14' x 48" Metal Gate	1 only	90.00	90.00
Loose Riprap	160 cu. yds.	6.00	960.00
Coarse Crushed Material in Base	3,060 cu. yds.	2.65	8,109.00
3/4" - 0 Material in Base	640 cu. yds.	2.95	1,888.00
Sprinkling	130 M-gals.	3.50	455.00
Class "B" Asphaltic Concrete	770 tons	7.00	5,390.00
			<u>\$208,252.00</u>
Flagging (57 1/2% of Contractor's Cost)			<u>3,200.00</u>
	Subtotal		\$211,452.00
	10% Engr. & Cont.		<u>21,145.20</u>
	Total		\$232,597.20

Type Code X721View Crest Undercrossing (Sta. 873+50) (Low Bid Prices)

Structural Excavation	260 cu. yds.	\$6.00	\$ 1,560.00
Furnish Steel Pile Shells	440 lin. ft.	3.60	1,584.00
Drive Steel Pile Shells	8 only	85.00	680.00
Furnish Treated Timber Piling	3,360 lin. ft.	1.50	5,040.00

Drive Timber Piles	96 only	\$40.00	\$ 3,840.00
Class "A" Concrete	514 cu. yds.	60.00	30,840.00
Metal Reinforcement	124,000 lbs.	0.125	15,500.00
8-inch Metal Drain Pipe	190 lin. ft.	4.00	760.00
Concrete Slab Riprap	210 sq. yds.	7.50	1,575.00
			<u>\$ 61,379.00</u>

ALTERNATE "A"

Type Code X081

Murder Creek Bridge (Sta. 975+86 to Sta. 977+12) (S. B. Lane)

Structural Excavation	80 cu. yds.	\$6.00	\$ 480.00
Furnish Concrete Piling	824 lin. ft.	7.00	5,768.00
Drive Concrete Piles	28 only	70.00	1,960.00
Class "A" Concrete	183 cu. yds.	70.00	12,810.00
Class "A-A" Concrete	73 cu. yds.	70.00	5,110.00
Metal Reinforcement	38,600 lbs.	0.135	5,211.00
Prestressed Reinforcement in Place	All Required (6%)		4,500.00
8-inch Metal Drain Pipe	50 lin. ft.	4.00	200.00
			<u>\$ 36,039.00</u>

Type Code X021

Murder Creek Bridge (Sta. 977+40 to Sta. 978+12) (Frontage Road)

Structural Excavation	12 cu. yds.	\$6.00	\$ 72.00
Furnish Concrete Piling	120 lin. ft.	7.00	840.00
Drive Concrete Piles	10 only	70.00	700.00
Class "A" Concrete	115 cu. yds.	70.00	8,050.00
Metal Reinforcement	31,800 lbs.	0.135	4,293.00
8-inch Metal Drain Pipe	50 lin. ft.	4.00	200.00
			<u>\$ 14,155.00</u>

Type Code X281

Murder Creek Overcrossing (Sta. 978+05.5 to Sta. 979+36.5) (N. B. Lane)

Structural Excavation	80 cu. yds.	\$6.00	\$ 480.00
Furnish Concrete Piling	780 lin. ft.	7.00	5,460.00
Drive Concrete Piles	30 only	70.00	2,100.00
Class "A" Concrete	188 cu. yds.	70.00	13,160.00
Class "A-A" Concrete	80 cu. yds.	70.00	5,600.00
Metal Reinforcement	39,400 lbs.	0.135	5,319.00
Prestressed Reinforcement in Place	All Required (7%)		5,250.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
General Excavation, Unclassified	All Required		10,000.00
			<u>\$ 47,809.00</u>

Type Code X281

Murder Creek Overcrossing (Sta. 978+05.5 to Sta. 979+36.5) (S. B. Lane)

Structural Excavation	80 cu. yds.	\$6.00	\$ 480.00
Furnish Concrete Piling	780 lin. ft.	7.00	5,460.00
Drive Concrete Piles	30 only	70.00	2,100.00
Class "A" Concrete	188 cu. yds.	70.00	13,160.00
Class "A-A" Concrete	80 cu. yds.	70.00	5,600.00
Metal Reinforcement	39,400 lbs.	0.135	5,319.00
Prestressed Reinforcement in Place	All Required (7%)		5,250.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
			<u>\$ 37,809.00</u>

Subtotal (ALTERNATE "A") \$135,812.00

ALTERNATE "B"

Type Code 021

Murder Creek Bridge (Sta. 975+86 to Sta. 977+12) (S. B. Lane)

Structural Excavation	69 cu. yds.	\$6.00	\$ 414.00
-----------------------	-------------	--------	-----------

Furnish Concrete Piles	964 lin. ft.	\$7.00	\$ 6,748.00
Drive Concrete Piles	32 only	70.00	2,240.00
Class "A" Concrete	259 cu. yds.	70.00	18,130.00
Metal Reinforcement	71,100 lbs.	0.135	9,598.50
8-inch Metal Drain Pipe	50 lin. ft.	4.00	200.00
			<u>\$ 37,330.50</u>

Type Code X021

Murder Creek Bridge (Sta. 977+40 to Sta. 978+12) (Frontage Road)

Structural Excavation	12 cu. yds.	\$6.00	\$ 72.00
Furnish Concrete Piling	120 lin. ft.	7.00	840.00
Drive Concrete Piles	10 only	70.00	700.00
Class "A" Concrete	115 cu. yds.	70.00	8,050.00
Metal Reinforcement	31,800 lbs.	0.135	4,293.00
8-inch Metal Drain Pipe	50 lin. ft.	4.00	200.00
			<u>\$ 14,155.00</u>

Type Code X221

Murder Creek Overcrossing (Sta. 978+05.5 to Sta. 979+36.5) (N. B. Lane)

Structural Excavation	69 cu. yds.	\$6.00	\$ 414.00
Furnish Concrete Piling	832 lin. ft.	7.00	5,824.00
Drive Concrete Piles	32 only	70.00	2,240.00
Class "A" Concrete	267 cu. yds.	70.00	18,690.00
Metal Reinforcement	73,500 lbs.	0.135	9,922.50
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
General Excavation, Unclassified	All Required		10,000.00
			<u>\$ 47,530.50</u>

Type Code X221

Murder Creek Overcrossing (Sta. 978+05.5 to Sta. 979+36.5) (S. B. Lane)

Structural Excavation	69 cu. yds.	\$6.00	\$ 414.00
Furnish Concrete Piling	832 lin. ft.	7.00	5,824.00
Drive Concrete Piles	32 only	70.00	2,240.00
Class "A" Concrete	267 cu. yds.	70.00	18,690.00
Metal Reinforcement	73,500 lbs.	0.135	9,922.50
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
			<u>\$ 37,530.50</u>

Subtotal ALTERNATE "B" \$136,546.50

Subtotal (using Alternate "B") \$197,925.50

10% Engr. & Cont. 19,792.55

Total \$217,718.05

Length of Roadway - - - - -	3.363 Miles
Length of 4 Structures - - - - -	0.049 Mile
Total Length - - - - -	3.412 Miles
Cost of Roadway Per Mile - - - - -	\$69,163.60

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 6,000.00		
Roadway	232,597.20	\$ 5,400.00	\$ 600.00
Structures *	217,718.05	214,800.00	17,797.20
	<u>\$456,315.25</u>	<u>201,100.00</u>	<u>16,618.05</u>
		<u>\$421,300.00</u>	<u>\$35,015.25</u>

* Using Alternate "B"

RECEIVED
SEP 23 1957

FOR FILING

1/26/57

September 19, 1957

Mr. C. G. Folt
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of order for State Force Work No. 224, 230 covering seeding, mulching, and fertilizing on the N. Unit, S.F.R.R. Overcoming-Centian Junction Section of the Pacific Highway in Lane County, Contract No. 504, in connection with Federal Aid Project No. 1-175(18).

This work is necessary to control erosion on cut and fill slopes. The contractor does not have the equipment to do this work, however, the state has the necessary special equipment, operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on agreed unit price is requested.

The total amount of this order is \$8,900.00 with Federal Participation of \$5,000.00.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Director

RECEIVED
AUG 28 1957

FOR FILING

I-176(18)

August 27, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering grading median area on the North Unit, S. P. R. R. Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County, Contract No. 504, in connection with Federal Aid Project No. I-176(18).

Grading of the median area was not included in the construction plans. This work is necessary for appearance of the project and to shape the area so maintenance equipment can be used.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
AUG 21 1957

FOR FILING

FORM E-30X-57,800-2-57-477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 19, 1957

SUBJECT:

To:

Mr. J. D. Walker
Division Engineer
Office

L

The subcontract between Henry H. Miller, Contractors, Inc. and Snook Brothers covering Items 24 and 25 on the North Unit, S. P. Overcrossing-Santiam Junction Contract No. 5004, Oregon I-176 (18) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER



RECEIVED
AUG 15 1957

FOR FILING

FORM 8-501-87,960-8-57-1877
I-176 (18)
5004

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 14, 1957

SUBJECT:

To: ~~Mr. J. D. Walker~~
~~Division Engineer~~
~~Office~~

The subcontract between Henry H. Miller and Robinson & Robinson covering Items 26 and 27, on the North Unit, S.P.R.R. Overcrossing-Santiam Junction Contract No. 5004, Oregon I-176(18), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER



RECEIVED
AUG 15 1957

FOR FILING

T-176 (1/1)
5004

August 14, 1957

Mr. John M. Brown
Executive Vice President
Douglas County State Bank
Roseburg, Oregon

Dear Mr. Brown:

Pursuant to our telephone conversation of a few moments ago, I enclose several copies of our standard form of "Assignment of Claim" which is used by the State Highway Department in connection with the assignment of ^{payments} due contractors. In the event that Mr. Henry H. Miller, contractor for the Albany project, decides to assign to the bank amounts earned in connection with this job, please let me know and I will prepare the assignment form in conformity with his wishes.

You understand, of course, that we cannot honor any assignment of the funds unless the surety on the bond furnished by him in connection with his job consents to the assignment without prejudice to the bond.

I believe that the Albany contract that you refer to is State Highway Contract No. 5004, which is described as "grading the North Unit, of the SPRR Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County". The General Insurance Company of America is the surety on the bond furnished in connection with this job. Ken Bailey Insurance Agency, Roseburg, wrote the performance bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG/dp
Enclosures

RECEIVED
AUG 15 1957

FOR FILING

T 176(12)
5004

August 13, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are
copies of Order for Extra Work No. 1 covering the State's
share of flagging costs on the North Unit, Southern Pacific
Railroad Overcrossing-Junction Junction Section of the Pacific
Highway in Lane County, Contract No. 5004, in connection with
Federal Aid Project No. I-176(12).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Ferrant Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

RECEIVED
JUL 25 1957

FOR FILING

I-176(11)-
5-004

July 24, 1957

Mr. L. R. Smith
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

In laying out our drainage on the north unit of the Southern Pacific Railroad Overcrossing-Sentinel Junction Section of the Pacific Highway, we note that a culvert under your tracks at your Milepost 694.68 is partially blocked by reason of the collapse of one section of the culvert pipe. Drainage from our highway runs toward your railroad, and we are calling this matter to your attention for such action as you may wish to take.

Approximately .63 mile north of this culvert pipe, our grading operations will destroy your survey monument locating the P.I. of your railroad curve. You may wish to re-reference this survey point.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxon
Assistant State Highway Engineer

GBP:gs

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker
Mr. D. C. King

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 23, 1957

SUBJECT: North Unit, S.P.R.R. Overcrossing-
Santiam Junction Section
Pacific Highway East
Contract No. 5004

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

Attached is a copy of a letter from the Resident Engineer on the subject-named project regarding a possible drainage problem due to the failure of a culvert pipe under the railroad.

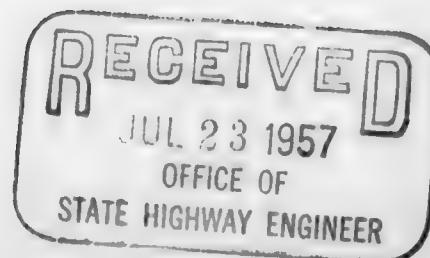
I would recommend the railroad company be notified regarding this culvert and see if they will not repair same. Also, the Railroad has a referenced monument which is in the way of our grading operations.

J. D. Walker
Division Engineer

By *R. D. Asburry*
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards

NOTED
G. S. PAXSON



OREGON STATE HIGHWAY DEPARTMENT

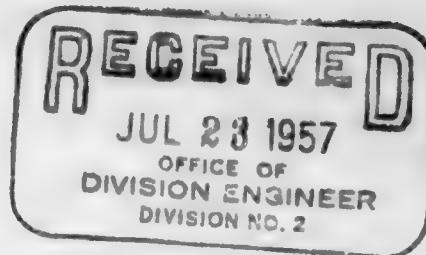
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 22, 1957

SUBJECT:

To: Mr. J.D. Walker
Division Engineer
OFFICE



In examining the drainage area in the vicinity of Station 950 on the North Unit of the S.P.R.R. Overcrossing - Santiam Junction Section of the Pacific Highway. The survey party reports that the culvert under the S.P.R.R. opposite our station 950 is partially obstructed by the collapse of one joint of pipe in the culvert.

The railroad company will also be interested in referencing their P.I. monument which falls within the area to be graded approximately at our station 905.

D.C. King
D.C. King
Resident Engineer

RECEIVED
JUL 18 1957
FOR FILING
OREGON DISTRICT
I-176(118)
5004
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

July 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-176 (18), North Unit, S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 5004 to Henry H. Miller Contractors, Inc. of Roseburg, Oregon, low bidder in the amount of \$208,252.00 at the June 27, 1957 bid opening.

Very truly yours,

C.G. Polk
C.G. POLK
Division Engineer

AP

RECEIVED
JUL 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1957

FOR FILING

1-11-11
5-4

July 18, 1957

Henry H. Miller Contractors, Inc.
100 Grant Smith Road
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 accepted your proposal for grading the N. Unit, 2000 Overcrossing-Bantam Junction section of the Pacific Highway north of Albany in Linn County for the sum of \$208,252, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 3084.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc -

Tom Edwards
S. H. Probert
R. G. Savage, SAC
P.M. Stephenson

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle, 4, Washington

NOTED
J. Mc C.

RECEIVED
JUL 17 1957

FOR FILING

I-176(18)

July 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the North Unit of the S.P.R.R. Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County, Project I-176(18), to Henry H. Miller Contractors, Inc., of Roseburg, Oregon, on the basis of the bid of \$208,252.00 submitted on June 27, 1957.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
JUL 15 1957COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAYCHAS. H. REYNOLDS, MEMBER
LA GRANDEM. K. MCIVER, MEMBER
PORTLANDSTATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-176(18)

5004

July 10, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, OregonRe: Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
M. Unit, S.P.R.R. O-Xing-Santiam
Junction Section - Pacific Hwy.
Linn County

Gentlemen:

Bids on the above titled project were received on June 27, 1957, and it appears that certain of your facilities, involving the moving of poles and wires, must be adjusted in order to accommodate the highway construction. This work falls into two classes, one of which is on public right of way and the necessary adjustments must be made at your expense without reimbursement. The locations are as follows:

A single pole located on the easterly side of the existing highway at Station 858+12.

A contact on a power pole located on the easterly side of the highway near Station 875.

Approximately 4 poles located on the westerly side of the highway between Stations 866 and 882.

A single pole located on the westerly side of the highway near Station 983.

A single guy pole located at the easterly end of the B^M line in the Murder Creek interchange.

The span that crosses the C^M and D^M lines of the Murder Creek interchange must be raised to provide adequate clearance.

A line along the easterly side of the existing highway between Stations 992 and 1027. Part of this line is located on 4 of your telephone poles and on 6 Pacific Power and Light Company poles.

A single pole located on the westerly side of the existing highway near Station 993+30.

NOTED
FORREST COOPER

July 10, 1957

Your facilities located on private property outside of the public road limits are as follows:

A contact on a power pole located on the easterly side of the highway near Station 868+50.

A single pole located on the easterly side of the highway near Station 887, which was set as a service line to abutting private property.

A portion of your line between Stations 992 and 1027 is affixed to 5 electric Power Company poles, which are on private property.

The Highway Commission will reimburse you for the moving and re-establishment of these facilities which are on private property, exclusive of any improvements in the value of the facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. D. C. King, P.O. Box 30, Salem, who is Resident Engineer on the project, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. King.

Very truly yours,

J. W. DeSCUZA
Assistant Counsel

JWD:RN

cc: Mr. Tom Edwards
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. D. C. King
Mr. R. L. Porter
Mr. F. W. Farrar

RECEIVED
JUL 15 1957

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
GOOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

FOR FILING



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 10, 1957

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustments
N. Unit, SPRM O-Xing-Santiam Jct.
Pacific Hwy. (Linn County)

Gentlemen:

Bids on the above titled project were received on June 27, 1957, and it appears that certain of your facilities, involving the moving of poles and wires, must be adjusted in order to accommodate the highway construction. The adjustments to be made are as follows:

A distribution line along the easterly side of the existing highway between Stations 858 and 920 must be moved due to the construction of a frontage road. This line consists of 20 poles, of which 15 are on highway right of way under terms of Permit No. 2652, dated December 11, 1947, and the others (5 in number) are on private property under easements recorded in Book 168, Page 309; Book 146, Page 345; Book 149, Page 147; Book 169, Page 31; Book 163, Page 31; and Book 200, Page 642.

Two guy poles with anchors located on a county road at the east end of the 3rd line in the Harder Creek Interchange must be moved.

One pole and the guy to another pole located on the westerly side of the 1st line in the Harder Creek Interchange must be moved. These poles are on property owned by you, deed to which is recorded in Book 241, Page 846.

One transmission line pole located on the centerline of the frontage road at Station 986+25 must be moved. This pole is on private property by an easement recorded in Book 243, Page 491.

A distribution line on the easterly side of the existing highway between Stations 986 and 1027 must be moved for the construction of a frontage road. This line consists of 14 poles owned by you, and contacts on 4 poles owned by The Pacific Telephone and Telegraph Company. All the telephone company poles and 9 of your power poles are on State right of way under terms of Permits No. 4523, dated December 10, 1954, and No. 4656, dated August 15, 1955. The remaining poles are on private property under easements recorded in Book 163, Page 60, and Book 191, Page 517.

NOTED
FORREST COOPER

Pacific Power and Light Company -2-

July 10, 1957

The Highway Commission cannot reimburse you for such facilities as are located in public highway rights of way, but it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation, on such of the portions of your line as are located on private property.

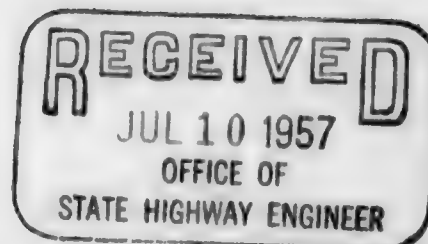
In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. D. C. King, Resident Engineer, P.O. Box 30, Salem, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. King.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. Tom Edwards
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. D. C. King
Mr. R. L. Porter
Mr. F. W. Farrar



RECEIVED
JUL 29 1957

FOR FILING

I-176(18)
5064

MISC. CONTRACTS and
AGREEMENTS No. 1279

Salem, Oregon
July 8, 1957

Agenda Item 5-r

Mr. C. G. Swenson
City & County Relations Dept.
Office

Throughway Agreement
N. Unit, SPRR Over-King-Santiam Jct.
Pacific Highway
Linn County

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto is a conformed copy of an agreement with Linn County covering the treatment of county roads, connections, interchanges, etc., on the Southern Pacific Overcrossing-Santiam Highway Junction Section of US99 Freeway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Linn County.

Secretary

RM
Attach: 1

REFERRED TO
Graham
BY SECRETARY

RECEIVED
JUN 23 1957

FOR FILING

I-176 (18)

#5004

June 25, 1957

Oregon State Highway Commission

Gentlemen:

Agreement has been reached with the Ilwaco County Court covering the treatment of county roads, connections, interchanges, at exit, on the Southern Pacific Overpassing-
Benton Highway Junction Section of the US99 Freeway.

An agreement has been signed by the County Court, and the matter will be on the agenda for your consideration at the June 27-28 meeting. It is my recommendation that the agreement be approved.

Very truly yours,

J. C. Hillman
State Highway Engineer

cc Mr. Clarence Swenson

FC:me hi

RECEIVED

JUN 13 1957

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
I-176(18)
5004

08-35

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 12, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-176(18), North Unit S.P. Overcrossing-Santiam Junction. This is to authorize your advertising for bids.

We note that the plans call for future placing of an additional lift of $1\frac{1}{2}$ " of A.C. on the south frontage road, Sta. 965 to 1016. The need for $3\frac{1}{2}$ " of A.C. on frontage roads carrying very little heavy traffic is questionable and will need further justification before future paving is approved.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

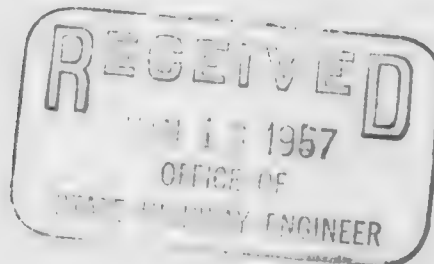
Very truly yours, .

C. G. Polk
Division Engineer

By

E. H. Cowan

E. H. Cowan
Acting Division Engineer



NOTED
FORREST COOPER

End

24-3506 Gates Truck Scale Site 1957
#5005 Grading and Paving Proj.

RECEIVED
DEC 16 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 10, 1957

files

24-5586
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5005
(VOUCHER NO.)

3 Final
(WARRANT NO.)

Warren Northwest, Inc.
(AMOUNT)

(DATE)

27804

H198495

\$ 805.68

12-10-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **50 workdays from 7-29-57**

Time Extensions: **None**
Completion Date: **Oct. 8, 1957**
Date Accepted: **Oct. 31, 1957**
Penalties: **None of record**
Claims: **None of record**
Remarks:

Date: **12-11-57**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed DEC 12 1957
SPU.

NOTED ON CARD
SPU

RECEIVED
DEC 2 1957

FOR FILING

Dec. 2, 1957

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5005 for grading and paving on the Gates Truck Scale Site Section of the North Santiam Highway in Marion County was completed by the contractor, Warren Northwest, Inc., on Oct. 8, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of \$805.68 will be released to the contractor on or after Dec. 12, 1957. The total contract amount is \$22,221.72, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

~~NOTED ON CARD~~

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

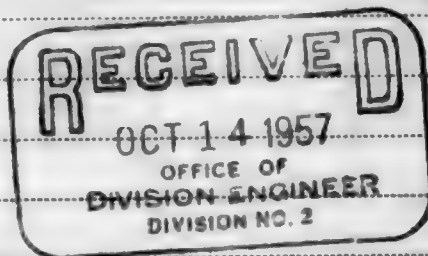
For Week Ending October 12, 1957

Section GATES TRUCK SCALE SITE Kind of work Grading & Paving
 Highway North Santiam County Marion Section prefix 24-3506
 Contractor Warren Northwest Inc. Contract number 5005
 Date of contract July 19, 1957 Specified work days 50 Beg. 7-29-57
 Date work started August 28, 1957 Work days used 45
 Project authorization \$ 32,524.88 Per cent of time elapsed 90.0 %
 Exclusive of engineering \$ 30,212.00
 Estimated cost of completed project, exclusive of engineering \$ 27,500.00
 Estimated per cent ~~overrun~~ or underrun 8.98 %
 Per cent of contract completed, based on total contract price 100.0 %
 Engineering authorization \$ 2,312.88
 Engineering cost to date \$ 1,969.36 85.1 % Date project was completed Oct. 8, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday completed repair of driveway. All work complete
except for installation of Scales, which is now being done by
State Forces.

FINAL REPORT



NOTED
FORREST COOPER

Noted
M. N. Juve

Signed

Address L. L. MacIntyre 207 Lab. Bldg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.42	0.42			
Miles partially completed	0.42	0.42			0.42
Miles completed	0.42	0.42			0.42
Total estimated quantities (contract)	2,800	3,430			0.42
Total quantities corrected to date	2,710.1	3,168			900
Estimated quantities moved or placed to date	2,710.1	3,168			859.185
Average daily quantities					859.185
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants,
Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		Project complete
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 30 1957

FOR FILING

14-2596
5005

July 19, 1957

Garren Northwest, Inc.,
P. O. Box 5074
Portland, Oregon

Gentlemen:

The State Highway Commission on June 6, 1957 accepted your proposal for grading and paving on Gates Truck Scale Site on the North Centiam Highway in Marion County for the sum of \$23,711.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5005.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: Tom Edwards
S. H. Probert
R. G. Savage, BLAC

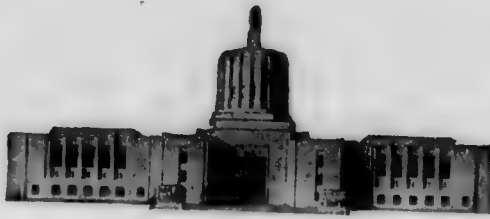
Pacific Builder and Engineer, Inc.,
2413 Third Avenue
Seattle 1, Washington

ATTENTION: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED
J. Mc C.

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 6, 1957

Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Co.
Telephone Line Adjustment
Gates Truck Scale Site
North Santiam Highway
Marion County

Gentlemen:

Bids on the above titled project will be received on June 6, 1957, and it appears that some of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of approximately 1,200 feet of line (9 poles) to allow the construction of the approach and exit ramps for the scales.

It appears that your existing facility has been located on State highway right of way in accordance with Permit No. 3060, dated March 14, 1949, so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as possible.

Further details may be secured from Mr. K. E. Bartel, Box 30, Salem, who will be resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. K. E. Bartel
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
MAY 29 1957

FOR FILING

ROBERT D. HOLMES
GOVERNOR

24-3506

5005



STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

May 28, 1957

Mr. Herbert Hampton
Box 493
Gates, Oregon

Dear Mr. Hampton:

I have checked with the State Highway Department and have been advised that they are negotiating with you regarding property adjoining the highway between Mill City and Gates for the purpose of installing truck weighing scales.

I have been further advised that there has been no final offer made to you for your property to date; however, if you feel that their final offer is too low you have the right to take this matter to the courts.

If you find that this office can be of further assistance to you, please advise.

Sincerely,

Robert D. Holmes
Governor

RDH ib

cc: Mr. W. C. Williams
State Highway Engineer
State Highway Bldg.

Copies forwarded to Messrs. Porter
and De France 5-29-57. er

NOTED
W. W. STIFFLER



F-152(5) N. Unit, Grass Valley-Kent 1957
F-90(3) Sec. (Grading and Paving)
#5006

FILED
1970

RECEIVED
JAN 2 1970

RECEIVED
JG 15 1961

FOR FILING

15000
5006

August 15, 1961

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Wesley C. Thompson
Bond Manager

Dear Mr. Thompson:

In reply to your letter of August 14, I find that a claim was filed with us by Truck Sales & Service Company on June 20, 1958 in the amount of \$2,682.25 against B. R. Gregson.

Our contract records on number 5006 show that Central Paving Company is the prime contractor and that McNutt & Sons operated as a subcontractor, and apparently Gregson operated as a sub to McNutt & Sons.

The contract was completed June 3, 1958 and accepted by the Highway Commission October 23, 1958.

Attached are copies of letters pertaining to the claim filed by Truck Sales & Service Company, dated April 2, June 26 and June 26, 1958.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.
FAC:mg

Portland Branch • 627 Board of Trade Building • Portland 4, Oregon



United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

August 14, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Re: Central Paving Company, Prime Contractor on
Contract No. 5006
McNutt & Sons, Subcontractor
Truck Sales & Service Co., Salem, Oregon, Claimant

Dear Floyd:

Thank you very much for answering my August 10 letter so promptly, and now I must apologize, because on rechecking I find that I should have referred to Contract No. 5006 instead of 5165, which I did in my August 10 letter. I hate to put you to the additional trouble, Floyd, but could you check Contract No. 5006 and see if a claim was filed by Truck Sales & Service Company out of Salem against McNutt & Sons, who were subcontractors to Central Paving. Our file was closed back in 1957 and has, therefore, been destroyed by this time, so we have no records on that job whatever. If you do have a claim filed and you wrote to us about it, I would very much appreciate receiving photos of the correspondence so we can process this claim.

Many thanks for your help.

Very truly yours

WCT

Wesley C. Thompson
Bond Manager

WCT: jm



RECEIVED

FOR FILING

F15215
F90(3)
STATE OF OREGON

Salem, Oregon January 28, 19 60

To Union Pacific Railroad Company, Omaha 3, Nebraska, Dr.

Project N. Unit, Grass Valley-Kent Sec. of Sherman Hwy. (Contract 5006. FAP 90(3)) Highway Comm. Agreement No. 484

Sub-Division No. _____

Ry. Company's Agreement No. Audit 90090 Estimate No. 1

Period Covered Entire Job Prefix & Acct. No. 28-1023-285

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 792964	815.28	815.28	-0-
Release Retained Percentage			

Totals	815.28	815.28	-0-
Retained -0- %	-0-	81.53	+81.53
Total Payments	815.28	733.75	81.53

Computed by _____ Checked by _____ Pay This Estimate \$ 81.53

Approved Field Engr. _____

Previous Voucher No. _____

Approved: [Signature]
Bridge Office Engineer

Br. copy

2,100
125

Comp

6-4-58

21-33

Salem, Oregon November 7, 1958

STATE OF OREGON Union Pacific Railroad Company, Omaha 3, Nebraska

To _____, Dr.

Project No. Unit Grass Valley-Kent Sec. of Sherman Highway Comm. Agreement No. 484
Highway (Contract #5006, FAP F90(3))

Sub-Division No. _____

Ry. Company's Agreement No. Audit 90090 Estimate No. 1

Period Covered November 1957 and April 1958 Prefix & Acct. No. 28-1023-285

Item	Total Amount to Date	Previous Amount	Present Amount
Bill #792964	815.28	-0-	815.28

Totals	815.28	-0-	815.28
Retained <u>10</u> %	81.53	-0-	81.53
Total Payments	733.75	-0-	733.75

Computed by _____ Checked by _____

Pay This Estimate \$ 733.75

Approved Field Engr. _____

Previous Voucher No. _____

Approved:

CAF
Bridge Office Engineer

Form 130 A

State of Oregon
State Highway Dept.
Salem, Oregon

BILL NO. 792964MONTH'S ACCOUNT Aug. 1958JP DEPT. NO. 5630DATE MADE AUG 25 1958

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR cost to move cattle guards, right-of-way fences, move crossing, restore roadbed section and provide watchmen and flagmen for State of Oregon, in accordance with Contract Audit No. 90090, dated Sept. 9, 1957, in connection with Sherman Highway in vicinity of Grass Valley, Oregon. Our Work Order No. M-4269 OW.

Detail attached

815 28

Date 9-8-58C. K. M. D. GlennApp'd Alan Swift

28-1023-285

90(3)

FAP F

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost to move cattle guards, right-of-way fences, remove crossing, restore roadbed section and provide watchmen and flagmen for State of Oregon in accordance with Contract Audit No. 90090, dated Sept. 9, 1957 in connection with Sherman Highway in vicinity of Grass Valley, Oregon. Our Work Order No. M-4269 OW.

Nov. 1957

PR-#710-1 B&B Ore. MP 38.83

Inspection of installation of culverts

8 hrs. @ 2.224 hr.

17.79

April 1958

Move cattle Guard, R/W fence, Remove Crossing, restore roadbed section, provide watchmen & flagging.

PR Tracks Sec. 51

60 hrs. Foreman (22)	393.84 mo.	134.26	
104 hrs. Laborers	1.96 hr.	203.84	
132 hrs. "	1.924 hr.	253.97	
16 hrs. Watchmen	1.96 hr.	31.36	
		<u>641.22</u>	

4% Vacation Allowance	25.65	
2% Paid Holidays	12.82	
3% Health & Welfare	19.24	
8% RR Retirement & Unemployment		
1957 on 18.86	1.51	
8½% do 1958 on 660.83	<u>56.17</u>	756.61

Rental of Motor Car 2 days .82 day		1.64
40 7' steel fence posts @ .77 ea.	30.80	
6 6x7x8' Creos. treated wood posts SH 2.65 ea.	<u>15.90</u>	46.70

5% Cost of Handling	<u>2.34</u>	49.04
---------------------	-------------	-------

Cost to Compile Bill

Bill Clerk 2 hrs. 421.91 mo. (23)	4.59	
Bill Examiner ½ hr. 432.18 mo. (21)	1.29	
Compt. Operator ½ hr. 375.67 mo. (21)	.56	
Typist ½ hr. 382.86 mo. (21)	<u>.57</u>	
	7.01	

5% Vacation Allowance	.35	
2% Paid Holiday	.14	
3% Health & Welfare	.21	
4% Insurance	<u>.28</u>	7.99

815.28

Mes

RECEIVED
APR 17 1959

FOR FILING

April 15, 1959

C & C Food Store
Grass Valley, Oregon

Attention: Eva L. Cantrall

Dear Madam:

Your letter of April 13 addressed to the Secretary of State concerning your claim for groceries and living quarters against R. B. Gregson has been forwarded to this office.

Our records indicate that your claim in the amount of \$402.79 was filed with the Secretary of State in March, 1958. Contract No 5006 on which Mr. Gregson worked as a subcontractor under Central Paving Company was accepted by the Commission October 23, 1958, so it appears that you have satisfied requirements for filing of your claim.

We are not in a position to advise you as to whether the claim is covered by the performance bond. Final payment has been mailed to the contractor so the State does not have any funds retained which apply to this job. The State does not make payments to claimants in any event, as we are not in a position to determine or verify the validity of the various claims that are filed. In this instance, it might be well to write to the United Pacific Insurance Company, 223 Board of Trade Bldg., Portland 4, Oregon and determine their attitude in the matter.

If you are not able to secure satisfaction in that manner, we know of no other recourse than to place the matter in the hands of an attorney. We will notify the surety and the principal contractor that your letter has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

NOTED ON CARD

Gress Valley, Ore.
April 13, 1959

Office of Sec. of State
Salem, Ore.

Gentlemen:

Last February (1958) we filed a claim in your office against a R. B. Gregson who had a sub-contract on a highway construction job here under McNutt and Sons, who in turn had a sub-contract under Central Paving Co. This claim was for groceries and an apartment for Mr. Gregson's crew of men. Mr. Gregson withheld this money from wages paid to the men but did not pay us. Therefore it was just the same as wages owed but not paid.

When we filed this claim in your office, we were told that it was a legitimate claim against the job and would be paid. We have waited over a year, and now understand that a few of the outstanding bills were paid. We recently wrote to McNutt and Sons, and are enclosing a copy of their reply.

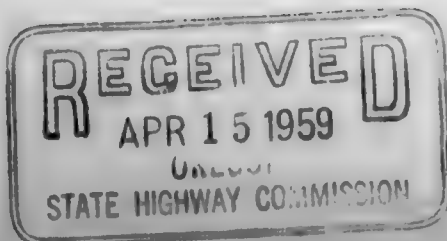
Will you please tell us what we might expect in the way of a settlement of our account, and how long we should expect to wait?

Yours truly,

C & C Food Store

Eva L. Cantrell

Eva L. Cantrell



FILED ON CARD

[Handwritten signature]

Copy

April 9, 1959

Eva L. Cantrall
C & C Food Store
Grass Valley, Ore.

Thank you for your letter of March 25, 1959 concerning Mr. Gregson's Bill. As you know he filed bankruptcy, and we turned over the balance of our account with him, to our lawyer pending the bankruptcy hearing which we expect to come some time soon.

I can give you some information about some of the other bills. Some which are clearly and definitely bills against the job we have paid, however any of the bills which Gregson listed as being his creditors in his bankruptcy, of which yours is one, and which would be questioned whether it went directly into the job, we can not do anything about. A food and lodging bill is not necessarily considered a job incurred expense in eyes of the State Highway Department.

We are acting only on the advise of our attorney, our hands are tied until the bankruptcy hearing has been held.

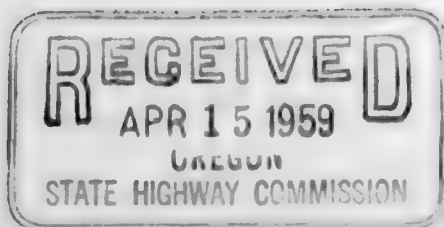
In my agreement with Gregson no money was due him until his bills had been satisfied and if we can make this stand up in the bankruptcy hearing there should be no doubt that the bill will get paid.

If you would like to correspond with our attorney, he is Mr. Jim Goode, Eugene Legal Center Building, Eugene, Oregon.

Sincerely,

McNutt & Sons, Inc.

Lyle J. Jacobsen
Vice President



RECEIVED
MAR 23 1959

FOR FILING

5006

March 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

H. Unit, Grass Valley-East Section
Sherman Highway - Sherman County
Contract 5006 - Project P90(3)

Dear Sir:

Reference is made to your "Statement of Items for Administrative Review" covering final construction voucher on the above contract.

On August 16, 1957 you approved Order for State Force Work which covered the estimated cost of rearranging Pacific Tel. and Tel. Company's facilities. On June 4, 1958 we received a letter over signature of Mr. E. H. Olson, authorizing us to proceed with the Telephone Company adjustments as of September 6, 1957, and stating that reimbursement could be claimed for any work done subsequent to that time.

A review of this matter indicates that a considerable portion of the telephone company moving was done prior to September 6, and subsequent to August 16. We accepted your approval of the Extra Work Order as authority to proceed with the work; in fact, some work was done even prior to August 16, so that the area could be cleared and the contractor not delayed.

We protest the part of your citation that applies to the period between August 16, 1957 and September 6, 1957, and ask that the matter be reconsidered.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Percy Cooper
Deputy State Highway Engineer

RLP:lmw

RECEIVED
JAN 27 1959

FOR FILING

F-152(5)

F-90(3)

January 23, 1959

00-35.5

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Oregon Project F-90(3)
North Unit, Grass Valley-
Kent Section, Sherman Highway

Dear Sir:

In accordance with your conversation with Mr. Astrup yesterday, actual measurements of this project will be made. The field work will be given precedence but it will delay somewhat our answering your letter of January 20.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Staff Engineer

cc Mr. H. H. Astrup

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

January 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-90(3)
North Unit, Grass Valley-
Kent Sherman Highway

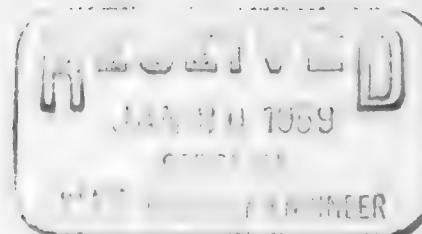
Dear Sir:

Refer to your S.F.O. 224, 238 for seeding and mulching,
which was submitted for reimbursement in amount of \$3,780.00.
We note that amount claimed is \$553.75 in excess of actual cost
of work done. Before we can approve this item for reimburse-
ment, we will require documentation showing measurements of
actual area seeded.

Very truly yours,

C. G. Folk
C. G. Folk
Division Engineer

FORREST COOPER



RECEIVED
DEC 4 1958

FOR FILING

F-152(5)
F-92(3)
5006

White M.
filled

Dec. 2, 1958

Mr. Rudolph L. Koecke
Rudy's Auto Service
Route 1, Box 364
Mountain Home, Idaho

Dear Sir:

Your letter of Nov. 21, 1958, addressed to the Secretary of State, regarding your claim No. 3601, which was filed in the Secretary of State's office on March 24, 1958, in the amount of \$639.30, has been referred to this office for reply.

Our records indicate that on Apr. 4, 1958, we notified the surety, his agent, and the prime contractor. This is our Contract No. 5006, for grading and paving work on the North Unit, Grass Valley-Kent Section project in Sherman County.

The contractor is Central Paving Company, P. O. Box 38, Independence, Oregon. This contract was completed June 3, 1958, and accepted by the Oregon State Highway Commission on Oct. 23, 1958. The final payment was mailed to the contractor on Oct. 27, 1958.

The State does not make payment of claims direct. The performance bond is written by the surety company to insure payment of all debts and claims incurred in connection with this contract, for a period of 6 months following completion and acceptance by the Commission. Since considerable time has lapsed, you might contact the bonding company, United Pacific Insurance Company Agent, Victor S. Risley Co., 223 Board of Trade Bldg., Portland 4, Oregon. If your reply from the surety is unfavorable, we suggest you have your attorney look into the matter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

NOTED ON CARD

em



MARK O. HATFIELD
SECRETARY OF STATE
SALEM, OREGON

November 25, 1958

C
O
P
Y

Mr. Rudolph L. Koecke
Route 1 Box 364
Mountain Home, Idaho

Dear Mr. Koecke:

Acknowledgment is made of your letter of November 21, 1958 regarding notice of claim #3601, filed in this office March 24, 1958, in the amount of \$639.30 for labor and material furnished to Buddy R. Gregson, against the bond for the work of road building between Grass Valley and Kent, Oregon.

Your letter has been respectfully referred to the Highway Department, Highway Building, Salem, Oregon.

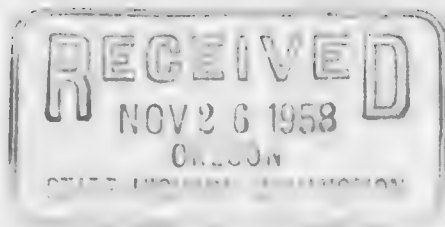
Sincerely,

MARK O. HATFIELD
Secretary of State

By
Public Records Section

GS:FK
End.

Contract # 5006



NOTED ON CARD

DM

November 11, 1958

#5006

Secretary of State
Department of State
Salem, Oregon

ATTENTION: Clerk, Records Division

Dear Sir:

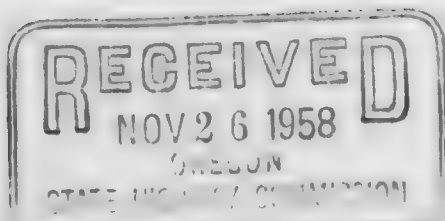
On March 11, 1958, file was claimed in the
sum of \$677.30, your file No. 3601.

We would appreciate any information on what
has been done and what can be expected.

In any future correspondence, we can be
reached at Route 1, Box 364, Mountain Home,
Idaho.

Yours truly,

Rudolph L. Koecke
Rudolph L. Koecke
Rudy's Auto Service



NOTED ON CARD

em

1958

NOTED
W. C. WILSON

November 20, 1958

FOR FILING

FINAL COST ANALYSIS

North Unit, Grass Valley-Kent Sec.

Sherman Highway
Prefix 28-1023 F-152(5)
F- 90(3)

Contract No. 5006

Contractor: Central Paving Company

Resident Engineer: M. D. Glenn

F-152(3)
F-90(3)

5006

Item

Quantity

Unit

Unit Bid

Unit Cost

Total Cost

Gross
Revenue

*Clearing & Grubbin	All	All	13,000.00		5,000.00	13,000.00
*Drainage Exc. Unclass.	861.4	Cu. Yd.	3.50	3.50	3,014.90	3,014.90
*General Exc., Unclass.	118,767.9	Cu. Yd.	0.30	0.30	35,630.37	35,630.37
*Short Overhaul	185,580	Yd. Sta.	0.02	0.01	1,855.80	3,711.60
*Long Overhaul	1.286.2	C-Yd. Sta.	0.40	0.40	514.48	514.48
*Finishing Roadbed & Slopes	5.89	Mile	500.00	500.00	2,945.00	2,945.00
*Rounding Cutbanks	2,650	Lin. Ft.	0.10	0.10	265.00	265.00
*12" Corr. Metal Pipe	430	Lin. Ft.	3.50	3.50	1,505.00	1,505.00
*18" Corr. Metal Pipe	1,320	Lin. Ft.	4.25	4.25	5,610.00	5,610.00
*18" Corr. M.P. 12 Ga. under R.R.	32	Lin. Ft.	15.00	15.00	480.00	480.00
*24" Corr. Metal Pipe	1,664	Lin. Ft.	6.50	6.50	10,816.00	10,816.00
72" Arch Type Corr. Metal Pipe	14	Lin. Ft.	35.00	49.18	688.54	490.00
*Salvage Culvert Pipe	158	Lin. Ft.	3.00	3.00	474.00	474.00
Class "A" Conc. in Box Culvert	31.25	Cu. Yd.	100.00	102.50	3,203.25	3,125.00
Metal Reinf. in Box Culvert	3,962.6	Lbs.	0.15	0.13	516.93	594.39
Metal Sight Posts	202	Each	2.50	2.50	505.00	505.00
**Coarse Cr. Mat'l in Base	87,213	Cu. Yd.	1.75	1.898	165,581.12	152,622.75
**3/4-0 Cr. Mat'l in Base	12,258	Cu. Yd.	2.15	2.158	26,464.74	26,354.70
**Sprinkling	2,830	M-Gals.	3.00	3.04	8,592.67	8,490.00
**Preparation of Base	5.89	Mile	200.00	277.18	1,632.61	1,178.00
**3/4-0 in Binder Course	696	Cu. Yd.	3.85	3.58	2,497.41	2,679.60
RC-3 Asphalt in Binder	119.21	Ton	42.50	41.74	4,976.53	5,066.43

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asphaltic Conc.Mixture	16,757.05	Ton	4.90	3.884	66,798.65	82,109.55
85-100 Asphalt in Mixture	942.61	Ton	36.00	33.45	31,535.95	33,933.96
RS-1 Asph.in Tack Coat	2.43	Ton	50.00	61.32	149.03	121.50
Extra for Asph. Conc. App.	49	Each	30.00	16.94	830.27	1,470.00
120-150 Asphalt	103.71	Ton	46.00	38.78	4,022.65	4,770.66
RS-1 Asphalt	26	Ton	47.00	41.78	1,086.41	1,222.00
**Furnish & Place Aggregates	1,517.69	Cu.Yd.	4.50	3.35	5,090.49	6,829.61
**Pavement Seal Aggregates	325.29	Cu.Yd.	2.15	3.36	1,093.77	699.37
PA#1 Type I Fence	638	Rod	3.50	3.50	2,233.00	2,233.00
*PA#2 Loose Riprap	478.8	Cu.Yd.	1.75	1.75	837.90	837.90
PA#3 Cem. Adj. (Favor of Cont.)	3.72	Bbl.	4.79			17.82
**PA#4 Purchase Cr. Aggregates	4,764.1	Cu.Yd.	0.75	1.398	6,660.21	3,573.08
Force Account					2,673.37	2,735.68
					405,781.05	419,626.35

- * Work done all or part by Stone & Walton
 ** Work done all or part by McNutt & Sons

	Revenue	Cost	Profit	Loss	% Profit	% Loss
Central Paving Co.	199,183.35	173,626.66	25,556.69		12.8 %	
McNutt & Sons	220,443.00	232,154.39		11,711.39		5.3 %
	419,626.35	405,781.05	13,845.30		3.2 %	

Central Paving Company
Detail of Cost

Labor:

Labor and Supervision	\$ 15,476.24	
Labor Insurance	<u>1,409.14</u>	
		\$ 16,885.38

Materials:

72" Arch Type Pipe	14 Lin. Ft.	521.00	
85-100 Asphalt	942.61 Tons @ \$32.80 Frt. Inc.	30,917.60	
RC-3 Asphalt	119.21 Tons @ \$35.55 Frt. Inc.	4,237.92	
RS-1 Asphalt	28.43 Tons @ \$35.55 Frt. Inc.	1,010.69	
120-150 Asphalt	103.71 Tons @ \$32.80 Frt. Inc.	3,401.69	
Metal Reinforcement	3,962.6 Lbs. @ \$ 0.095	376.45	
Cost of Aggregates		<u>11,729.94</u>	
			52,195.29

Equipment Rentals & Miscellaneous Supplies:

Equipment Rentals	16,662.30	
Gas, Oil, and Grease	2,571.70	
Small Tools and Misc. Supplies	463.85	
Freight and Cartage	627.60	
Heat Oil	2,920.00	
Electric Power	863.00	
Bond	1,885.00	
Cement & Lumber	1,029.00	
Home Office and General Overhead	<u>2,495.20</u>	
		29,517.65

Paid to Stone & Walton (Grading and Pipe) 72,290.34

Paid for installing Type I Fence & Sight Posts 2,738.00

TOTAL COST \$ 173,626.66

BREAKDOWN ON PAVING COST

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	16,757.05	Ton	4,123.16	0.246
Feed Plant	16,757.05	Ton	2,027.16	0.12
Mixing	16,757.05	Ton	16,985.63	1.013
Cost of Plant Aggregate	16,757.05	Ton	30,497.84	1.72
Total Cost of Mixture at Plant			53,633.79	3.099
Haul to and Street Work	16,757.05	Ton	13,164.86	0.785
Total Cost of Mixture	16,757.05	Ton	66,798.65	3.884

A 6,000 lb batch plant operated 84 hours for an average production of 199.4 tons per working hour.

McNUTT & SONS
Detail of Cost

Labor:

Labor and Supervision	70,353.95	
Labor Insurance	<u>9,218.38</u>	79,572.33

Equipment Rentals and Miscellaneous Supplies:

Equipment Rental, Owned	88,642.93	
Hired Trucks	26,165.65	
Gas, Oil, and Grease	12,050.77	
Powder and Caps	4,672.77	
Freight and Cartage	468.90	
Electric Power	10,553.20	
Small Tools and Misc. Supplies	2,659.25	
Taxes and P.U.C. Fees	1,834.38	
Bond	982.16	
Home Office and General Overhead	<u>4,552.05</u>	152,582.06

TOTAL COST

\$ 232,154.39

BREAKDOWN OF CRUSHING PLANT

---	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	119,854	Cu. Yds.	10,421.52	0.087
Drilling and Shooting	119,854	Cu. Yds.	11,822.03	0.098
Haul to Crusher	119,854	Cu. Yds.	45,494.03	0.379
Crushing	119,854	Cu. Yds.	76,898.26	0.641
Cost at Plant	119,854	Cu. Yds.	144,635.84	1.205
Haul and Stockpile at Plant	37,641.79	Cu. Yds.	7,297.17	0.193

The Crusher operated 915 hours to produce 119,854 cubic yards of crushed rock for an average production of 130.9 cubic yards per working hour.

Remarks:

This was a "Federal Aid Primary Project", calling for the construction of 5.88 miles of highway roadbed, construction of two reinforced concrete box culverts, construction of 5.88 miles of stone base and shoulders and the construction of 5.88 miles of Asphaltic Concrete pavement. The project was bid June 6, 1957. Work started September 5, 1957 and the project was completed May 6, 1958.

On September 5, 1957 the sub-contractor on Items 1 - 11 inclusive, 13, and PA #2 started moving in grading equipment. The sub-contractor got bid prices on all items except clearing, from which he received \$5,000.00. Grading was completed January 10, 1958.

On September 30, 1957 McNutt & Sons, sub-contractor on all crushed materials, started moving a complete crushing unit into State-controlled quarry located 1.7 miles south of the south end of the project. The contractor, not having his own power units on his crushing plant, bought electric power from R.C.A. Electric Company. This proved to be very costly to the contractor due to low voltage. A number of electric motors were burned out which resulted in costly repairs and down time. The sub-contractor on crushing suffered a loss from this project.

On March 26, 1958 the prime contractor started moving in a 6,000 lb. batch plant. Paving started April 14, 1958 and all paving and shoulder work was completed April 28, 1958. Having a high bid price on Plant Mix material with high production, the prime contractor realized a nice profit.

M. N. Juve
Chief Cost Analyst

By

K.T. Wechter

RECEIVED
NOV 7 - 1958

FOR FILING

F-152(3)
F-40(3)
5006
STATE OF OREGON

2 copies
sent to Auditor
for payment on
11-7-58
a.c.m.

Salem, Oregon November 7, 19 58

Union Pacific Railroad Company, Omaha 3, Nebraska

To _____, Dr.

Project No. Unit Grass Valley-Kent Sec. of Sherman Highway Comm. Agreement No. 484
Highway (Contract #5006 FAP F90(3))

Sub-Division No. -

Ry. Company's Agreement No. Audit 90090 Estimate No. 1

Period Covered November 1957 and April 1958 Prefix & Acct. No. 28-1023-285

Item	Total Amount to Date	Previous Amount	Present Amount
Bill #792964	815.28	-0-	815.28

Totals	815.28	-0-	815.28
Retained 10 %	81.53	-0-	81.53
Total Payments	733.75	-0-	733.75

Computed by _____ Checked by _____

Pay This Estimate \$ 733.75

Approved Field Engr. _____

Previous Voucher No. _____

Approved:

Bridge Office Engineer

Form 130 A

State of Oregon
State Highway Dept.
Salem, Oregon

BILL NO. _____

MONTH'S ACCOUNT Aug. 1958JP DEPT. NO. 5630DATE MADE AUG 25 1958 19__

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR cost to move cattle guards, right-of-way fences, move crossing, restore roadbed section and provide watchmen and flagmen for State of Oregon, in accordance with Contract Audit No. 90090, dated Sept. 9, 1957, in connection with Sherman Highway in vicinity of Grass Valley, Oregon. Our Work Order No. M-4269 OW.

Detail attached

815 28

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost to move cattle guards, right-of-way fences, remove crossing, restore roadbed section and provide watchmen and flagmen for State of Oregon in accordance with Contract Audit No. 90090, dated Sept. 9, 1957 in connection with Sherman Highway in vicinity of Grass Valley, Oregon. Our Work Order No. M-4269 OW.

Nov. 1957

PR-#710-1 B&B Ore. MP 38.83

Inspection of installation of culverts

8 hrs. @ 2.224 hr.

17.79

April 1958

Move cattle Guard, R/W fence, Remove Crossing, restore roadbed section, provide watchmen & flagging.

PR Tracks Sec. 51

60 hrs. Foreman (22)	393.84 mo.	134.26	
104 hrs. Laborers	1.96 hr.	203.84	
132 hrs. "	1.924 hr.	253.97	
16 hrs. Watchmen	1.96 hr.	31.36	
		<u>641.22</u>	

4% Vacation Allowance

25.65

2% Paid Holidays

12.82

3% Health & Welfare

19.24

8% RR Retirement & Unemployment
1957 on 18.86

1.51

8 1/2% do 1958 on 660.83

56.17

756.61

Rental of Motor Car 2 days .82 day

1.64

40 7' steel fence posts @ .77 ea.

30.80

6 6x7x8' Creos. treated wood
posts SH

2.65 ea.

15.90

46.70

5% Cost of Handling

2.34

49.04

Cost to Compile Bill

Bill Clerk 2 hrs. 421.91 mo. (23)

4.59

Bill Examiner 1/2 hr. 432.18 mo. (21)

1.29

Compt. Operator 1/4 hr. 375.67 mo. (21)

.56

Typist 1/4 hr. 382.86 mo. (21)

.57

7.01

5% Vacation Allowance

.35

2% Paid Holiday

.14

3% Health & Welfare

.21

4% Insurance

.28

7.99

815.28

Mes

RECEIVED
SEP 17 1958

FOR FILING

F-152(5)

F-90(3)

5006

September 16, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
Grass Valley-Kent Section, North Unit
Sherman Highway
Contract No. 5006, F-90(3)

Dear Mr. Polk:

The seeding and fertilizing, mulching and refertiliza-
tion work on the subject job authorized in Order for State Force
Work dated September 5, 1957, were completed July 21, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Staff Engineer

cc Mr. M. H. Astrup

RECEIVED
1958-10-28

FOR FILING

F-152(5)
F-912
(CONTRACT NO.) 5006

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 5, 1958

File

5006
(VOUCHER NO.)

11 Final
(WARRANT NO.)

Central Paving Company
(AMOUNT) (DATE)

20015

H221918

\$ 12,601.69

9-5-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 160 workdays from 7-29-57

Time Extensions: None

Completion Date: June 3, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: Several claims aggregating \$9,566.72

Remarks:

Date: Oct. 27, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 27 1958

GRU

NOTED ON CARD

GRU

RECEIVED
SEP 8 - 1958

FOR FILING

5006
F 9
5006

September 5, 1958

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wa.

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Union Oil Company of California against B. R. Gregson, a sub-subcontractor to Central Paving Company on our Contract No. 5006 for grading and paving the North Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County. The claim is in the amount of \$3,490.44 for petroleum products.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

H. B. Glalayer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:fp
Enc.

CC:
Central Paving Co.
P. O. Box 18
Independence, Oregon

Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

cm

NOTICE OF CLAIM

TO: THE SECRETARY OF STATE
STATE OF OREGON
SALEM, OREGON

and

THE OREGON STATE HIGHWAY DEPARTMENT
STATE OF OREGON
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, UNION OIL COMPANY OF CALIFORNIA, a corporation, has a claim for petroleum products, to wit, gasoline, lubricating oil and grease, furnished by UNION OIL COMPANY OF CALIFORNIA to B. R. Gregson, sub-subcontractor, under McNutt & Sons, Inc., subcontractor, under Central Paving Co., prime contractor, in the sum of THREE THOUSAND, FOUR HUNDRED NINETY AND 44/100 (\$3,490.44) DOLLARS, against the bond taken from said Central Paving Co., as principal, and United Pacific Insurance Company, as surety, for the work of that certain Contract No. 5006 let by the Oregon State Highway Department, State of Oregon, to said Central Paving Co., described as being "Grading, paving, N. Unit, Grass Valley-Kent Section Sherman Highway, Sherman County," in the State of Oregon.

DATED: August 25, 1958.

UNION OIL COMPANY OF CALIFORNIA,
a corporation

By

L. B. Houghton

Assistant Treasurer

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

L. B. HOUGHTON, of lawful age, being first duly sworn, deposes and says: That he is Assistant Treasurer of UNION OIL COMPANY OF CALIFORNIA, a corporation, and as such Assistant

Treasurer, is duly authorized to make this affidavit for and on behalf of the said Corporation; that he has read the foregoing Notice of Claim and knows the contents thereof, and that the same are true of his own knowledge and contain a correct statement of the amount due from the said B. R. Gregson, sub-subcontractor, under Central Paving Co., prime contractor.

L B Houghton

Subscribed and sworn to before
me this 25th day of August, 1958.

Delores Buschering

Notary Public in and for said
County and State.

My Commission Expires: April 2, 1960.

RECEIVED
SEP 8 - 1958

FOR FILING

F-2201
F-2202
5006

September 5, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of September 4 which had attached to it three copies of a claim filed with your office by Union Oil Company of California against Central Paving Company on our Contract No. 5006. The claim is in the amount of \$3,490.44 and bears your File No. 3616.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:fp

NOTED ON CARD

LM



STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

September 4, 1958

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Williams & Alley, Attorneys, Portland, and filed as of today a notice of claim by Union Oil Company of California for petroleum products in the sum of \$3,490.44 against the bond taken from Central Paving Co., principal, and United Pacific Insurance Company, surety, for the work of grading, paving, N. Unit, Grass Valley-Kent Section Sherman Highway, Sherman County, Highway Contract No. 5006, our file No. 3616.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By

Clerk
Records Division

GS:m
Enc.



NOTED ON CARD

RECEIVED

AUG 28 1958

FOR FILING

F 150(5)

F 90(3)

5006

Aug. 27, 1958

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5006, for grading and paving on the M. Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County was completed by the contractor, Central Paving Company, on June 3, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$12,601.69 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is \$419,626.35, of which amount \$2,735.68 represents force account items.

There are claims filed against this project, of which you have been previously notified, aggregating \$6,076.28.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

em

Monthly Transaction No. 7-24		Form 2 (9-1)		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
Project Report No. F-90(3)		FEDERAL-AID PROJECT AGREEMENT		State Oregon	
Project No. F-90(3)		County Sherman			

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Beginning in the town of Grass Valley and extending south (US-97).**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	5/22/57	-
Rights-of-Way		
Construction	5/22/57	5.4
Other (Specify)		

FUNDS	
Estimated total cost of project \$154,094.00	Federal funds \$280,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By *[Signature]*

State Highway Engineer

(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By *[Signature]*

C. G. Polk

Division Engineer

Date executed by
Division Engineer July 7, 1958

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*North Unit, Grass Valley Kent Section
Sherman Highway
Sherman County*

NATURE OF WORK:

Seal and Patch

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5006 Central Paving Co. 7-19-57

DATE OF COMPLETION: Completed: 6-3-58

REMARKS:

Oregon State Highway Department

Federal Aid Project
No. F-90(3)

NORTH UNIT, GRASS VALLEY-KENT SECTION OF THE
SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon May 1, 1958

Type Code P.E.

Preliminary Engineering All Required \$17,000.00

Type Code 5231 6201

Roadway (Sta. 993+00 to 1284+00) (Contract No. 5046)

Clearing and Grubbing	All Required (95%)	12,350.00
Drainage Excavation, Unclassified	690 cu.yds. 3.50	2,415.00
General Excavation, Unclassified	126,000 cu.yds. .30	37,800.00
Short Overhaul	204,440 yd.sta. .02	4,088.80
Long Overhaul	360 0-yd.sta. .40	144.00
Finishing Roadbed and Slopes	5.44 miles 500.00	2,720.00
Rounding Cutbanks	3,300 lin.ft. .10	330.00
12-inch Corrugated Metal Pipe	120 lin.ft. 3.50	420.00
18-inch Corrugated Metal Pipe	490 lin.ft. 4.25	2,082.50
18-inch Corrugated Metal Pipe, 12 Gage, Under Railroad	40 lin.ft. 15.00	600.00
24-inch Corrugated Metal Pipe,	2,160 lin.ft. 6.50	14,040.00
Salvaging Culvert Pipe	100 lin.ft. 3.00	300.00
Class "A" Concrete in Box Culverts	18 cu.yds. 100.00	1,800.00
Metal Reinforcement in Box Culverts	2,400 lbs. .15	360.00
Metal Sight Posts	156 only 2.50	390.00
Coarse Crushed Material in Base	79,700 cu.yds. 1.75	139,475.00
3/4" - 0 Material in Base	10,500 cu.yds. 2.15	22,575.00
Sprinkling	3,400 H-gals. 3.00	10,200.00
Preparation of Base	5.44 miles 200.00	1,088.00
3/4" - 0 Material in Binder Course	700 cu.yds. 3.85	2,695.00
MC-3 Asphalt in Binder Course	110 tons 42.50	4,675.00
Asphaltic Concrete Mixture	15,800 tons 4.90	77,420.00
85-100 Asphalt in Mixture	950 tons 36.00	34,200.00
RS-1 Asphalt in Tack Coat	22 tons 50.00	1,100.00
Extra for Asphaltic Concrete Approaches	25 only 30.00	750.00
120-150 Asphalt	100 tons 46.00	4,600.00
RS-1 Asphalt	28 tons 47.00	1,316.00
Furnishing and Placing Aggregates	1,300 cu.yds. 4.50	5,850.00
Pavement Seal Aggregate	295 cu.yds. 2.15	634.25
		<u>\$306,418.55</u>

Work by Pacific Tel. & Tel. Co.	All Required	7,130.00
Work by Rosebush Corp. Telephone Co.	All Required	2,400.00
Work by Union Pacific Co.	All Required	410.00
Flagging	All Required	<u>1,000.00</u>
	Subtotal	\$397,358.55
	10% Engr. & Cont.	<u>39,735.85</u>
	Total	\$437,094.40

Length of Roadway. 5.446 miles
 Cost per mile. \$80,259.71

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$17,000.00	\$ 10,000.00	\$ 7,000.00
Roadway	<u>437,094.40</u>	<u>270,500.00</u>	<u>166,594.40</u>
	\$454,094.40	\$280,500.00	\$173,594.40

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
 Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid Project
No. F-90(3)

NORTH UNIT, GRASS VALLEY-KENT SECTION OF THE

SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 20, 1957

Type Code P.E.

Preliminary Engineering

All Required

\$17,000.00

Type Code 5231

Roadway (Sta. 993+60 to 1284+00)

Clearing and Grubbing	All Required (95%)		\$ 7,125.00
Drainage Excavation, Unclassified	690 cu. yds.	\$3.00	2,070.00
General Excavation, Unclassified	126,000 cu. yds.	.30	37,800.00
Short Overhaul	204,440 yd. sta.	.01	2,044.40
Long Overhaul	360 C-yd. sta.	.35	126.00
Finishing Roadbed & Slopes	5.44 miles	1,000.00	5,440.00
Grading, Outbanks	3,300 lin. ft.	.20	660.00
12 inch Corrugated Metal Pipe	120 lin. ft.	3.75	450.00
18 inch Corrugated Metal Pipe	490 lin. ft.	5.00	2,450.00
12 inch Corrugated Metal Pipe, 12 Gage, Under R.R.	40 lin. ft.	17.50	700.00
24 inch Corrugated Metal Pipe	2,160 lin. ft.	7.50	16,200.00
Salvaging Culvert Pipe	100 lin. ft.	2.00	200.00
Class "A" Concrete in Box Culverts	18 cu. yds.	60.00	1,080.00
Metal Reinforcement in Box Culverts	2,400 lbs.	.15	360.00
Metal Sight Posts	156 only	3.00	468.00
Coarse Crushed Material in Base	79,700 cu. yds.	1.85	147,445.00
3/4" - 0 Material in Base	10,500 cu. yds.	2.10	22,050.00
Sprinkling	3,400 H-gals.	3.00	10,200.00
Preparation of Base	5.44 miles	250.00	1,360.00
3/4" - 0 Material in Binder Course	700 cu. yds.	3.25	2,275.00
MC-3 Asphalt in Binder Course	110 tons	42.00	4,620.00
Asphaltic Concrete Mixture	15,800 tons	4.75	75,050.00
85-100 Asphalt in Mixture	950 tons	32.00	30,400.00
RS-1 Asphalt in Tack Coat	22 tons	50.00	1,100.00
Extra for Asphaltic Concrete Approaches	25 only	30.00	750.00
120-150 Asphalt	100 tons	42.00	4,200.00
RS-1 Asphalt	28 tons	50.00	1,400.00
Furnishing and Placing Aggregates	1,300 cu. yds.	3.50	4,550.00
Pavement Seal Aggregate	295 cu. yds.	3.50	1,032.50

\$383,605.90

Flagging

All Required

1,000.00

Moving Power Line Poles

All Required

19,500.00

Subtotal

\$404,105.90

10% Engr. & Cont.

40,410.59

Total

\$444,516.49

Length of Roadway 5.446 Miles
Cost per Mile \$81,622.56

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 17,000.00	\$ 10,000.00	\$ 7,000.00
Roadway	<u>444,516.49</u>	<u>267,000.00</u>	<u>177,516.49</u>
	\$461,516.49	\$277,000.00	\$184,516.49

Contract 5005

RECEIVED Monthly Transaction No. 4152 JUL 22 1958 Project Report No. F-152(5) F-152(5) 7	Form 7 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon County Sherman Project No. F-152(5)
FEDERAL-AID PROJECT AGREEMENT		
570 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.		
Project termini From Bryan Street to Church Street in Grass Valley (US-97).		
Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	5/22/57	-
Rights-of-Way		
Construction	5/22/57	0.4
Other (Specify)		
FUNDS		
Estimated total cost of project \$ 40,378.00	Federal funds \$ 25,000.00	
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.		
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u><i>[Signature]</i></u> State Highway Engineer (title) By _____ (title) By _____ (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u><i>[Signature]</i></u> C. G. Polk Division Engineer Date executed by Division Engineer July 7, 1958	

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*North Unit, Grass Valley - Kent Section
Sherman Highway
Sherman*

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5006 5006 Central Paving Co. 7-19-57

DATE OF COMPLETION: Completed: 6-3-58

REMARKS:

Oregon State Highway Department

Federal Aid Project
No. F-152(5)

NORTH UNIT, GRASS VALLEY-KENT SECTION
OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon May 1, 1958

Type Code P.E.

Preliminary Engineering All Required \$ 1,800.00

Type Code 5231

Roadway (Sta. 970+42.48 to 993+60) (1.006)

Clearing and Grubbing	All Required (5%)		650.00
Drainage Excavation, Unclassified	80 cu. yds.	3.50	280.00
General Excavation, Unclassified	2,500 cu. yds.	.30	750.00
Short Overhaul	160 yd. sta.	.02	9.20
Finishing Roadbed and Slopes	0.44 mile	500.00	220.00
12-inch Corrugated Metal Pipe	420 lin. ft.	3.50	1,470.00
18-inch Corrugated Metal Pipe	60 lin. ft.	4.25	255.00
24-inch Corrugated Metal Pipe	40 lin. ft.	6.50	260.00
72-inch Arch Type Corrugated Metal Pipe	30 lin. ft.	35.00	1,050.00
Class "A" Concrete in Box Culverts	16 cu. yds.	100.00	1,600.00
Metal Reinforcement in Box Culverts	1,600 lbs.	.15	240.00
Metal Sight Posts	14 only	2.50	35.00
Coarse Material in Surfacing	7,100 cu. yds.	1.75	12,425.00
3/4" - 0 Material in Base	900 cu. yds.	2.15	1,935.00
Sprinkling	300 M-gals.	3.00	900.00
Preparation of Base	0.44 mile	200.00	88.00
3/4" - 0 Material in Binder Course	60 cu. yds.	3.85	231.00
RC-3 Asphalt in Binder Course	10 tons	42.50	425.00
Asphaltic Concrete Mixture	1,500 tons	4.90	7,350.00
OS-100 Asphalt in Mixture	90 tons	36.00	3,240.00
RS-1 Asphalt in Tack Coat	3 tons	50.00	150.00
Extra for Asphaltic Concrete Approaches	15 only	30.00	450.00
120-150 Asphalt	10 tons	46.00	460.00
RS-1 Asphalt	2 tons	47.00	94.00
Furnishing and Placing Aggregates	100 cu. yds.	4.50	450.00
Pavement Seal Aggregates	25 cu. yds.	2.15	53.75
	Subtotal		\$ 35,070.95
	10% Engr. & Cont.		3,507.09
	Total		\$ 38,578.04

Length of Roadway 0.439 mile
Cost per mile \$87,877.08

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 1,800.00	\$ 1,114.00	\$ 686.00
Roadway	<u>32,578.04</u>	<u>23,886.00</u>	<u>14,692.04</u>
	\$40,378.04	\$25,000.00	\$15,378.04

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-aid Project
No. F-152(5)

NORTH UNIT. GRASS VALLEY-KENT SECTION
OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement)

Salem, Oregon, May 20, 1957

Type Code P.E.

Preliminary Engineering

All Required

\$1,800.00

Type Code 5231

Roadway (Sta. 970+42.48 to 993+60)

Clearing and Grubbing	All Required (5%)		\$ 375.00
Drainage Excavation, Unclassified	80 cu. yds.	3.00	240.00
General Excavation, Unclassified	2,500 cu. yds.	.30	750.00
Short Overhaul	460 yd. sta.	.01	4.60
Finishing Roadbed & Slopes	0.44 mile	1,000.00	440.00
12 inch Corrugated Metal Pipe	420 lin. ft.	3.75	1,575.00
18 inch Corrugated Metal Pipe	60 lin. ft.	5.00	300.00
24 inch Corrugated Metal Pipe	40 lin. ft.	7.50	300.00
72 inch Arch Type Corrugated Metal Pipe	30 lin. ft.	35.00	1,050.00
Class A Concrete in Box Culverts	16 cu. yds.	60.00	960.00
Metal Reinforcement in Box Culverts	1,600 lbs.	.15	240.00
Metal Sight Posts	14 only	3.00	42.00
Coarse Material in Surfacing	7,100 cu. yds.	1.85	13,135.00
3/4" - 0 Material in Base	900 cu. yds.	2.10	1,890.00
Sprinkling	300 M-gals.	3.00	900.00
Preparation of Base	0.44 mile	250.00	110.00
3/4" - 0 Material in Binder Course	60 cu. yds.	3.25	195.00
RC-3 Asphalt in Binder Course	10 tons	42.00	420.00
Asphaltic Concrete Mixture	1,500 tons	4.75	7,125.00
85-100 Asphalt in Mixture	90 tons	32.00	2,880.00
RS-1 Asphalt in Tack Coat	3 tons	50.00	150.00
Extra for Asphaltic Concrete Approaches	15 only	30.00	450.00
120-150 Asphalt	10 tons	42.00	420.00
RS-1 Asphalt	2 tons	50.00	100.00
Furnishing and Placing Aggregates	100 cu. yds.	3.50	350.00
Pavement Seal Aggregates	25 cu. yds.	3.50	87.50

Subtotal \$34,489.10
10% Engr. & Cont. 3,448.91

Total \$37,938.01

Length of Roadway 0.439 Miles
Cost per mile \$86,419.15

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 1,800.00	\$ 1,000.00	\$ 800.00
Roadway	<u>37,938.01</u>	<u>23,000.00</u>	<u>14,938.01</u>
	\$39,738.01	\$24,000.00	\$15,738.01

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Project

08-35

August 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects F-152(5) and
F-90(3) - Work Order - Move
Telephone Lines, Dated July 16,
1957

Dear Sir:

We are approving subject order today. If Federal participation in costs incurred under the order is desired, they should be shown in the project agreement estimate.

Very truly yours,

C. G. POLK
Division Engineer

Encl.

Project

APPROVED SUBJECT TO THE CONDITION THAT FINAL PAYMENT WILL BE MADE IN ACCORDANCE WITH THE PROVISIONS OF CAM 300.

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name North Unit, Grass Valley-Lent Date AUG 16 1957
 Highway Sherman Contract No. 3006 F. A. Project No. 152(5)
 County Sherman Prefix 20-1021 Account No. 285

Description of Work To Be Done:

Relocate existing Pacific Telephone and Telegraph Company's telephone lines and install temporary lines so that service may be maintained until materials for permanent installation is available and can be installed.

Location by Station Numbers:

1005 50 1111
 1185 to 1269

Estimate of Quantities and Costs:

	Temporary	Permanent	Total	
Labor	\$ 830	\$3,980	\$4,810	
Materials	5,170	8,790	13,960	
Motor Vehicle & Miscal. Expense	1,530	4,900	6,430	\$25,200
Salvage Credit	\$ 4,430	\$1,980	\$ 6,410	
Accrued Depreciation Credit		8,080	8,080	
Plant Betterment Credit		3,580	3,580	
Total Estimated Cost			18,070	\$ 7,130

Explanation:

It will be necessary to relocate approximately 140 poles and located on private property. This work is to be done by the utility company's forces. As the cable for the permanent installation will not be available for several months after construction has started, the laying of temporary lines will be necessary. Obligation established by letters dated June 12th and (over)

INSTRUCTIONS

Submit a separate order for each piece of work of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	\$	502,096.19
Present estimate of project cost, including \$ 7,130 for work under this order	\$	502,096.19
Expected under-run over-run (amount)	\$	
Expected under-run over-run (per cent)		

Submitted by: /s/ H. D. Glass
 Resident Engineer

Approval Recommended: /s/ L. H. Young
 Construction Engineer or
 Bridge Engineer

Approval Recommended: /s/ Dean Swift
 Division Engineer

Approved: /s/ Forrest Cooper
 Deputy State Highway Engineer or
 Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

RECEIVED
JUL 2 - 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division
Paving Section

Section Grass Valley-Kent Highway The Dalles-Calif.
County Wasco MP to MP Contractor Central Paving
Resident Engineer M. D. Glenn Inspector

Date Completed April, 28, 1958 Date Reported June 11, 1958

Type and Thickness of Wearing Surface 3 1/2" B A. C. Oil Mat No Seal.

N, (S) E, W from MP or Sta. <u>971+00</u>							N, S, E, W from MP or Sta. <u> </u>						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
1	750	85	85				1	750	81	81			
2	1500	166	81				2	1500	162	81			
3	2250	241	75				3	2250	242	80			
4	3000	317	76				4	3000	329	87			
5	3750	394	77				5	3750	420	91			
6	4500	471	77				6	4500	505	85			
7	5250						7	5250					
8	6000						8	6000					
9	6750						9	6750					
10	7500						10	7500					
11	8250						11	8250					
12	9000						12	9000					
Average Roughness Per Mile <u>78.5"</u>							Average Roughness Per Mile <u>84"</u>						

Remarks: 75 - Good

75-100 - Fair

100- - Poor

NOTED
FORREST COOPER

Deputy State Highway Engineer
CC: Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

RECEIVED
JUN 27 1958

FOR FILING

F-12-15
F-7-1-1
5006

June 26, 1958

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

A letter has been received from Truck Sales & Service Company, 555 Front Street W. E., Salem, stating they have a claim in the amount of \$2,682.25 against S. H. Oregon for labor and materials furnished on trucks used by him on our Contract No. 5006.

This contract was awarded to Central Paving Company for work on the North Unit, Grasse Valley-Rent Section of the Sherman Highway in Sherman County. It appears that Mr. Oregon worked as a subcontractor on this job.

We provide this information as your Company appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

Victor S. Wisley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

Commissioners, W. C. Williams, Forrest Cooper

NOTED ON CARD

[Signature]

RECEIVED
JUN 27 1958

FOR FILING

June 26, 1958

Truck Sales & Service Co.
555 Front Street, N. E.
Salem, Oregon

Gentlemen:

This is to acknowledge your carbon copy of a letter dated April 2 and addressed to Central Paving Company, stating that you have a claim against B. R. Gregson for labor and material furnished on our Contract No. 5006, which was awarded to Central Paving Company for work on the North Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County.

The United Pacific Insurance Company, through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

The contract was completed June 3, 1958, but has not yet been accepted by the Highway Commission. If you wish to protect your claim for a period longer than six months following acceptance of the contract, you should file the claim with the Secretary of State. For your convenience, we have attached excerpts from the Oregon laws outlining the procedure for filing. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

From
Attach.

NOTED ON CARD

April 2, 1958

Central Paving Company
Oregon State Highway Commission

Re: Actions on Bond - ORS 279.502-279.544
Job #5006
North Unit Grass Valley
Sherman Highway

Gentlemen:

Notice hereby is given that the undersigned, Truck Sales and Service Company, Corp., Salem, Oregon, has a claim for labor and material for work performed on trucks which were being used on the above job by B. E. Gregson, in the sum of two thousand, six hundred and eighty-two dollars and twenty-five cents (\$2,682.25), against the bond taken for Central Paving Company by United Pacific Insurance Company of Portland, Oregon for the work of construction and resurfacing the highway as detailed under the above job number.

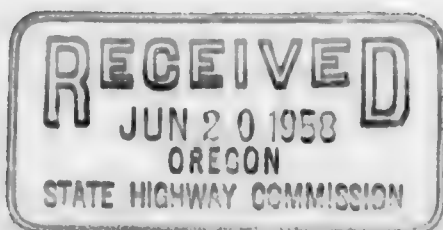
Very truly yours,

TRUCK SALES AND SERVICE

M. G. Thomas
Sec.-Treas.

MGT/ed

cc: State Highway Commission
Mc Nutt Brothers
United Pacific Insurance Co.



RECEIVED TO
SECRETARY
HUTCHINSON
WHS

NOTED ON CARD

[Handwritten signature]

RECEIVED
JUN 16 1958

FOR FILING

1-15-1-1-1
5-1-1-1
5-1-1-1

June 16, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Central Paving Company a portion of the funds heretofore retained by the Commission on Contract No. 5006, for grading and paving on the N. Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County.

This payment, in the amount of \$20,256.61, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$12,468.47. The present payment will be released on or after June 26, 1958.

There are claims filed against this project, of which you have been previously notified, aggregating \$1,327.47.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query
Assistant Secretary

cc:

United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

F 132(3)
F 72(3)
5006

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 7, 1958, 1958

Section North Unit, Grass Valley-Kent Kind of work Grading & Paving
 Highway Sherman County Sherman Section prefix 28-1023
 Contractor Central Paving Co. Contract number 5006
 Date of contract July 10, 1957, 1957 Specified work days 160
 Date work started September 6, 1957, 1957 Work days used 113
 Project authorization \$502,089.19 Per cent of time elapsed 70 %
 Exclusive of engineering \$446,509.50
 Estimated cost of completed project, exclusive of engineering \$455,960.84
 Estimated per cent overrun or underrun 2.31 %
 Per cent of contract completed, based on total contract price 92.2 %
 Engineering authorization \$35,704.76
 Engineering cost to date \$35,600, 99.7 % Date project was completed June 8, 1958, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor installed sight posts May 26 and 27. Five man crew dismantling paving plant the first three days of this week. Went over project with foreman and him finish cleaning up roadbed June 3rd. All of the equipment has been moved off of the project except for the scales and a roller and D8 cat belonging to McNutt and Sons.

Final Report

CONSTRUCTION DIVISION
RECEIVED

JUL 10 1958

NOTED ☒ SUB ☐ ☐ ☐
CE ACE ACE COE

NOTED
C. E. PAULSEN

Noted
M. N. JUVÉ

Signed M. D. Glenn M. D. Glenn

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.88	5.88			5.88
Miles partially completed					
Miles completed	5.88	5.88			5.88
Total estimated quantities (contract)	138,000	98,200			17,800
Total quantities corrected to date	118,700	88,500			16,780
Estimated quantities moved or placed to date	118,700	88,500			16,780
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				
Men	5				
Supervision	1				
Men and trucks under 3 tons	1				
Men and trucks over 3 tons	8				
Men and tractors					

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants,
Compressors, Bulldozers, Compaction rollers, Hough Loader . 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cl. y		
Monday	"		
Tuesday	"		
Wednesday	"	Completed moving apt	
Thursday			
Friday			
Saturday			

RECEIVED
JUN 9 1958

FOR FILING

F-152(5)

F-90(3)

June 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 3, 1958,
on Contract No. 5006, North Unit, Grass Valley-Kent Section in Starman
County, in connection with Federal Aid Project No. F-152(5), F-90(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. E. Paxson
Assistant State Highway Engineer

cc: Clarence G. Swenson

DBP:cr



STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

June 3, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing three copies of two notices of claim, one by Harry H. Hooper for labor and materials in the sum of \$629.48, our file No. 3611, and one by Grass Valley Motel in the sum of \$48.00 for lodging, our file No. 3610.

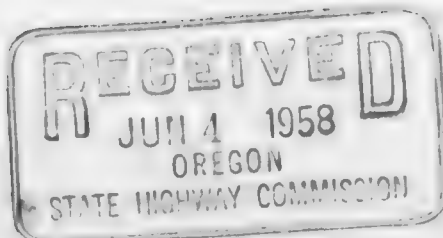
These copies are for your information and files.
Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By *Geo. Stephens*
Clerk
Records Division

GS:m
Enc.



NOTED ON CARD

CM

RECEIVED

FOR FILING

When replying,

refer to 08-35.4F 90(2)

5006

June 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project P-90(3)
N. Unit, Grass Valley -
Kent Section.

Dear Sir:

Your agreements with the Pacific Telephone and Telegraph Company and the Rosebush Telephone Co-op for moving and adjusting their facilities on the subject project were received and approved as submitted, on August 16, 1957 and November 21, 1957 respectively.

We are authorizing you to proceed as of September 6, 1957, the starting date of construction. Reimbursement for this work can be claimed subsequent to date of authorization in accordance with PPM 30-4.

All future projects involving utility work will be handled in accordance with our letter of May 20, 1958.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Copy to H.P.

RECEIVED
JUL 1 1957

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

FOR FILE
Project
Mr. Williams
5006

08-35

May 28, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects F-90(3) and F-152(5)
North Unit, Grass Valley-Kent Section
of the Sherman Highway

Dear Sir:

It is noted that P. S. and E. documents for the above projects include the stockpiling of aggregate for possible use in sealing of the asphaltic concrete pavement. This is to advise that the aggregate in question will be deleted as a participating item unless it is used as pavement seal in connection with the current contract.

With regard to the railroad grade crossing on Project F-90 (3), any work done by the railroad in rearranging their facilities or in installation of the pipe culvert under their track near Station 1005+10, cannot be included as participating work unless covered by a satisfactory State-railroad agreement. In any event, as stated in our authorization letter, a railroad easement agreement will be necessary.

Very truly yours,

C. G. Polk
C. G. POLK
Division Engineer

RECEIVED
MAY 31 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1958

FOR FILING

152151
152152
5000

May 20, 1958

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Walter H. Zoser Company, Salem, in the amount of \$1,437.00 against Buddy R. Oregon, 1835 Summer Street N. E., Salem, who apparently was a subcontractor under Central Paving Company on our Contract No. 5066 for grading and paving the North Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

Q.W.

VULCANIZING AND RECAPPING

DISTRIBUTOR



STANDARD OIL PRODUCTS

WALTER H. ZOSSEL COMPANY

CHEMEKETA AND HIGH STREETS

OPPOSITE CITY HALL

PHONE 4189

SALEM, OREGON

May 15, 1958

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned has a claim for new and recapped tires furnished to Buddy R. Gregson, 1835 Summer Street, N. E., Salem, Oregon, in the sum of Fourteen hundred thirty-seven dollars and 08/100 (\$1437.08) against the bond taken from the United Pacific Insurance Co., 223 Board of Trade Bldg., Portland, Oregon, for the work of Contract #5006 awarded to Central Paving Co., Independence, Oregon, for grading and paving the North Unit Grass Valley-Kent section of the Sherman Highway in Sherman County.

Walter H. Zosel Company

Walter H. Zosel
Walter H. Zosel

WHZ:n

cc: Floyd Query
Hwy. Dept.





STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

March 24, 1958

5006

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing three copies of four notices of
claim which we received and filed today, our
file Nos. 3600, 3601, 3602 and 3603.

These copies are for your information and files.

Sincerely,

MARK O. HATFIELD
Secretary of State

By

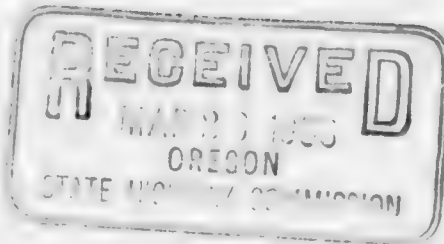
Geo Stephens

Clerk
Records Division

GS:m
Enc.

REFERRED TO
Glaisyer
BY SECRETARY

*usual letter
and cards*



NOTED ON CARD

Call

RECEIVED

FOR FILING

F-152 (5) &

F-90 (3)

5006

To:

Mr. Dean Swift
 Division Engineer
 State Highway Department
 Bend, Oregon

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 27, 1958

SUBJECT:

The subcontract between Central Paving Company and McNutt and Son, Inc. covering the crushing and stockpiling only of Items 17, 18, 21, 29 and 30 on the N. Unit, Grass Valley-Kent Contract, No. 5006, Oregon F-152 (5) and F-90 (3) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned for distribution.

Tom Edwards
 Construction Engineer

By

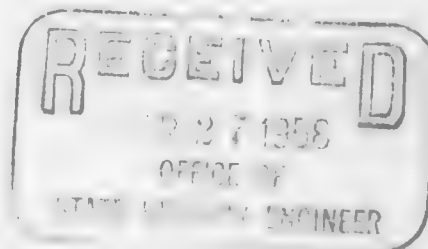
FORREST COOPER

Edwin A. Pease
 Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
 C. G. Folk (2)

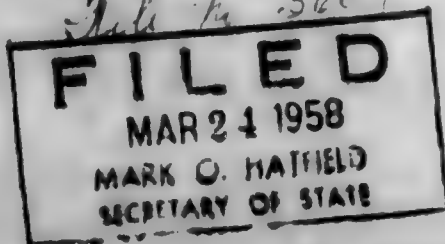
Note: One previous subcontract on this project for \$81,694.50.
 This one \$118,482.00 for a total of \$200,716.50 or 47.62%.



March 13, 1958

TO Secretary of State

Notice hereby is given that the undersigned, Ridy's
Auto Service, Grass Valley, Oregon, has a claim for
truck material and mechanical labor performed or furnished
to Buddy R. Gregson in the sum of \$233.30 for Material
and \$355.50 for Labor - total of \$588.80 against the Bond
for the work of Road Building between Grass Valley and Kent,
Oregon.



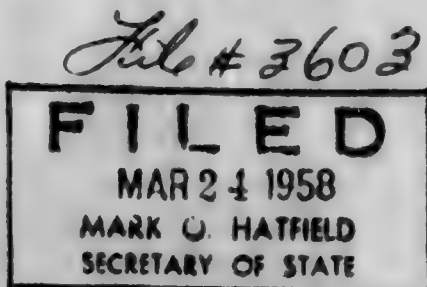
L. M. F. Rickett
Ridy's Auto Service
Grass Valley, Oregon

To The Secretary of State, Salem, Oregon

Notice is hereby given that the undersigned, C & C Food Store of Grass Valley, Oregon, has a claim for groceries furnished by them to B. R. Gregson Trucking Co. in the sum of \$282.79, and rent for an apartment for the same for a period of three months at the rate of \$40. per month (\$120.00), making a total of \$402.79, against the bond taken from Central Paving Co. for the work of hauling rock on the contract for the construction of a section of the Grass Valley-Kent highway. *Contract #5006*

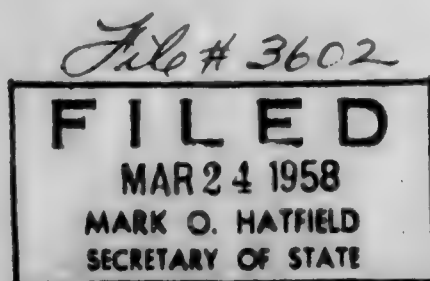
C & C Good Store

by-- *Evad L. Cantrall*
Grass Valley, Ore.



To The Secretary of State, Salem, Oregon

Notice is hereby given that the undersigned, Kenny's Market of Grass Valley, Oregon, has a claim for meat products furnished by them to B. R. Gresson Trucking Co. in the sum of \$200.08, against the bond taken from Central Paving Co. for the work of hauling rock on the contract for the construction of a section of the Grass Valley-Kent highway. *Contract #5006*



Kenny's Market

by--

Kenneth F. Grew
Grass Valley - Oregon

Grass Valley, Oregon
March 17, 1958

Hon. Mark Hatfield
Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notarize that the undersigned, H. L. Owens,
has paid in the amount of \$30.70 against B. R. Gregson
Trucking Company, being a sub-contractor for McHitt & Sons,
who are sub-contractors for Central Paving Company
on Highway 101 or 102.

Policy B-100-188-1 by United Pacific Insurance Company
and Central Paving Company, being the Principal. This bond
is in accordance with Contract #5026.

File # 3600
FILED

MAR 24 1958

MARK O. HATFIELD
SECRETARY OF STATE

H. L. Owens
Subscribed and sworn to before me this 17 day
of March, 1958.

W. C. DeLoe
Notary Public for State of Oregon

My commission expires March 11-1960

STATEMENT

FROM

TO

ACROSS

MAR. 1, 1958

1/8/58 sugar store bill @ 185
1/28/58 sugar store bill @ 182

1850
1820

TOTAL Amount Due

3670

File # 3600

FILED
MAR 24 1958
MARK O. HATFIELD
SECRETARY OF STATE

Re - Open letter

Mar 7 1958

Hooper's Union Service

Grass Valley, Oregon

Phone EDison 3-2202

Secretary of State

(B.R. Oregon)

Accounts not paid by 10th of month following purchase subject to 8% interest per month

L.R. Hooper

Major is hereby given
that Grass Valley Mail
has a claim for \$48.00
covering the 1958
furnished B.R. Oregon
Hwy. And Hooper (Mar
7 1958). B.R. Oregon
a sub contractor for
Central Paving. United
Garage Inc. Co. through
Victor S. Kirby Co. 223 Bond
Trade Bldg. Portland
Ore. furnished the
performance bond

File no. 3610

FILED

JUN 3 1958

MARK O. HATFIELD
SECRETARY OF STATE

Grass Valley Mail
And Hooper
Owner

NOTED ON CARD

LMC

Re - claim letter
Mar 7, 1958

Hooper's Union Service

Grass Valley, Oregon

Phone EDison 3-2202

Secretary of State
(B. K. Higgins)

Accounts not paid by 10th of month following purchase subject to 8% interest per month

B. K. Higgins

Notice is hereby given that
Harry Hooper Union Service
has a claim for \$629.45
covering labor and
materials furnished by
Hooper Union Service
for B. K. Higgins a
contractor for
Central Paving. Limited
Pacific Insurance Co, through
Widder & Riley Co, 213
Broad & State Bldg. Portland
Oregon furnished the
performance bond

Sub no. 3611

FILED
JUN 3 1958
MARK O. HATFIELD
SECRETARY OF STATE

Harry D. Hooper
Grass Valley
Cal

NOTED ON CARD

EM

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1958

February 27, 1958
SUBJECT: File No. 27566 - Wiebusch
Harbor Drive-Barbur Blvd. Section
Pacific Highway
Multnomah County

To: Mr. Leonard I. Lindas
Chief Counsel
OFFICE

ATTENTION: Juanita Wiley

Recently we requested permission to condemn the above acquisition, should such be necessary.

This is to advise that this has been settled by negotiation, and it will not be necessary to condemn.


E. F. CHIDSEY WALTER T. WRIGHT
Ass't. Right of Way Engineer

WTH: IH

cc: H. B. Glaisyer
Floyd Witteman
~~Don Stark~~ James R. Kuhn
~~Geo. R. Rake~~ W. A. Mansfield
~~W. F. Collins~~ Donald L. Norlin

NOTED

J. Mc C.

Subd out at Cor. 1000000 7.

RECEIVED
APR 30 1958

FOR FILING

F-152(3)
F-90(2)
5006

Salem, Oregon
January 22, 1958

Agenda Item 1-B-12

Mr. R. L. Porter
Right of Way Engineer
Office

File No. 26838 RW-18801
Grass Valley-Kent Section
Sherman County
Sherman Highway
Pacific Tel. & Tel. Co.

Attached for transmittal to the Pacific Telephone and Telegraph Company is a fully executed copy of a Right of Way Easement to the Pacific Telephone and Telegraph Company for a 10 foot easement on the Grass Valley-Kent Reconstruction Project in Sherman County, as a replacement for their easement which they quitclaimed to the State on December 4, 1957.

A fully executed copy of the above easement has been retained in this office for the Commission's files.

Secretary

rn
Attach: 1

REFERRED TO
[Signature]
BY SECRETARY
[Signature]

agenda
1/16/58

FORM 830-SOM-2-87-1478

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

January 6, 1958

AGENDA

JAN 16 1958

1B-12

SUBJECT: File No. 26838- AGENDA ITEM
Grass Valley-Kent Section
Sherman Highway
Pacific Telephone and Telegraph
Company

To: Mr. H. B. Glaisyer
Secretary-State Highway Commission
OFFICE

Will you please place on the agenda for January 15-16 the question of granting the Pacific Telephone and Telegraph Company a 10-foot easement on the Grass Valley-Kent reconstruction project, said easement to be for telephone and telegraph lines and to replace their easement, which they have quitclaimed to the State Highway Commission by quitclaim deed of December 4, 1957. The approval of the quitclaim deed from the Pacific Telephone and Telegraph Company appears on the Right of Way Resolution of January 16, 1958.

If the granting of the Right of Way Easement is approved, the Commission should sign the attached easement form, which bears the approval of the Staff Attorney, James R. Kuhn; Chief Counsel, L. I. Lindas; and Deputy State Highway Engineer, Forrest Cooper. The duplicate copy of the Right of Way Easement may be retained by you for the Commission's files. The original should be returned to the Right of Way Office for transmittal to the Pacific Telephone and Telegraph Company.

R. L. Porter
R. L. PORTER
Right of Way Engineer

EFS:ls

Attach: Easement in duplicate

(A)
sign 2 copies as OK

NOTED
H. B. GLAISYER

R.E.

RECEIVED
JAN 8 - 1958

FOR FILING

January 3, 1958

621
Mr. Donald T. Heywood
10049 Silverton Avenue
Tujunga, California

Dear Sir:

With reference to your letter complaining of the road condition which existed on US97 between Grass Valley and Kent during the latter part of November, I have had an investigation made into this matter. I find that we did have a short stretch of loose surfacing on the Monday morning on which you traversed the job.

It is not the policy of this department to cause unnecessary delay or to permit road conditions to exist which inconvenience the motorist unnecessarily. I am glad that you have drawn this matter to our attention. We have taken steps to minimize the chance of recurrence. You apparently came through this stretch just over the week end, during which time maintenance is always extremely difficult due to normal work schedules, labor agreements, and the desire to hold to a minimum the inconvenience to the week-end traffic.

I wish to thank you for bringing this situation to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:AR hi

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bond, Oregon

December 31, 1957

SUBJECT: North Unit, Grass Valley-Kent
Sherman Highway, Contract 5006To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Below is report on the letter written by Mr. Donald T. Heywood of Tujunga, California, which complains about the condition of the North Unit, Grass Valley-Kent Section of the Sherman Highway.

Our Inspector and the Contractor's Superintendent both remembered Mr. Heywood, and stated that he came through the job about 7:30 A. M. on a Monday morning. The contractors had maintained the road Saturday afternoon and on Monday morning about 500 feet of the surfacing material dumped at the close of the work Friday evening had not been processed and as a result was somewhat loose. The Superintendent stated that no cars were dragging bottom in this loose gravel, but were going through the 500 feet in north bound and south bound ruts in an orderly fashion. Mr. Heywood stopped and protested about the condition of the road and was told that the blade was on its way to begin processing work, and if he would wait 15 minutes it would smooth the path for him. The Superintendent also stated that Mr. Heywood's car did not drag bottom, did not get stuck, and as far as he could determine, there was no damage to any of his tires.

I have driven through this job repeatedly since its start and consider this 2 1/2" base to be setting up better than any 2 1/2" we have laid in the past several years. I tried it out particularly last Friday, and went through the entire job easily at 50 miles per hour.

Both the sub-contractor who is doing the surfacing and the grading sub-contractor have been very diligent about taking care of the travelling public, through this contract.

DEAN SWIFT
Division Engineer

DS:me

CONSTRUCTION DIVISION
RECEIVED

JAN 2 1958

NOTED--☐☐☐☐☐
CE ACE ACE GOE

10049 Silverton Ave.
Tujunga, Calif.
Dec. 11 1957

Commissioner
Dept. of Highways
State of Oregon:

PLEASE RETURN TO
FORREST COOPER

Dear Sir:

This letter is based on a complaint about the road conditions which existed two weeks ago on U.S. Route #97 south of Biggs, Oregon.

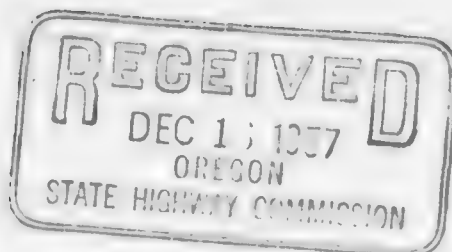
Being an avid traveler I can understand that the roads need repairing and there is inconvenience to go thru. Having to drive thru 6 miles of large rock (not gravel) is quite an ordeal in itself, but to ruin three (3) new tires it also makes a person quite perturbed.

All other States that I have been in have taken steps to reroute traffic or have scraped along side the road bed to let traffic thru. The road bed was wide enough in this case to do just that. There also would not have been any interruption for the road crews.

I do believe there has been negligence on somebody's part. That is why I am writing to you, being the Commissioner all the orders come from your office.

Thank You

Donald T. Heywood



RECEIVED
DEC 16 1957

FOR FILING

F-5251
F-911(E)
5006

December 13, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering construction of a service road on the North Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County, Contract No. 5006, in connection with Federal Aid Project No. P-90(3).

This work is necessary to replace a service road which was taken out by construction. Two sketches showing the location of the old and new service roads are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
NOV 18 1957

FOR FILING

F-152(5)
F-90(3)
5006

November 6, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 219 covering cost of public liability and property damage insurance required by U.P.R.R. on the North Unit, Oregan Valley-Sent Section of the Sherman Highway in Sherman County, Contract No. 5006, in connection with Federal Aid Project Nos. F-90(3) and F-152(5).

In connection with revision of the R.R. grade crossing at Station 1005, the contractor was required by the railroad company to provide insurance in the amount of \$100,000/\$500,000 public liability and \$10,000/\$500,000 property damage liability. The premium for this insurance was \$225.00. Copies of the policy coverage and premium costs are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:ler

RECEIVED

FOR FILING

F-90(3)

08-35

5016

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-90(3)
North Unit Grass Valley-Kent Section
Order for State Force Work
Seeding and Mulching
Estimated total cost - \$4,320.00
Federal Funds - \$2,670.00

Dear Sir:

We are approving the use of State force as being in the public interest for the following reasons:

- (1) The contractor is neither properly equipped nor staffed to perform the work contemplated under the Order.
- (2) The State has trained men and specialized equipment to perform the work most economically.
- (3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig. to Mr. Polk

RECEIVED
OCT 25 1957

FOR FILING

October 22, 1957

Mr. E. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Farm Book No. 284-285 covering revision of fences and cattle guards on the North Unit, Grass Valley-East Section of the Sherman Highway in Sherman County, Contract No. 5006, in connection with Federal Aid Project No. P-20(3).

In reconstruction of this section of the Sherman Highway, the railroad crossing is being moved approximately 100 feet southeasterly. Public Utilition Order No. 35433, copies of which are attached, sets forth the work to be done by the Highway Department, the railroad and reimbursement made to the railroad covering fences, etc. Included in the attachments are estimates of the railroad company for reimbursable work and expenses covering the revised location.

Your approval of this order under the provisions of OAS-300 is requested.

Very truly yours,

E. C. Williams
State Highway Engineer

By

C. H. Herbert
Office Engineer

DBP:or

RECEIVED
OCT 14 1957

FOR FILING

F-154(5)
F-90(2)
F-106

October 11, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to your letter of October 2, 1957, we are hereby re-submitting Order for State Force Work 224,238 covering seeding and mulching on the North Unit, Grass Valley-East Section of the Sherman Highway in Sherman County, Oregon Project F-90(3). This project only is affected.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do the work. The state has the necessary special equipment operated by trained crews to do the work more economically than by separate contract. Your approval on the basis of agreed unit prices is requested.

The total amount of this order is \$4,320.000 with Federal participation of \$2,670.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DEP:ia

RECEIVED
OCT 3 1957

FOR FILING

08-35

October 2, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects P-152(5), P-90(2)
North Unit, Grass Valley-Kent
State Force Work, Seeding, Mulching

Dear Sir:

Reference is made to subject order transmitted with your letter dated September 19, 1957, all copies returned herewith.

For accounting purposes, we will need a separation of the costs by projects. This will involve a separate submission for each project.

Very truly yours,

C. G. POLK
Division Engineer

Encls.

Craig to SHP

RECEIVED
SEP 23 1957

FOR FILING

F-22(1)
F-22(2)
F-22(3)

September 19, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Book No. 224, 230 covering seeding and mulching in the North Unit, Grand Valley-East Section of the Shuman Highway in Shuman County, Contract No. 5046, in connection with Federal Aid Project No. 1-152 (5), 1-90(2).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do the work. The state has the necessary special equipment operated by trained crews to do the work more economically than by separate contract. Your approval on the basis of agreed unit prices is requested.

The total amount of this order is \$4,380.00 with Federal Participation of \$2,570.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Editor

RECEIVED
SEP 9 1957

FOR FILING

F-152(5)

F-90(2)

5111

September 6, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 215 covering moving the Rosebush Telephone Cooperative line on the North Unit, Grass Valley-Rent Section of the Sherman Highway in Sherman County, Oregon to No. 5006, in connection with Federal Aid Project No. P-152(5), F-90(3).

It is necessary that the Rosebush Telephone Cooperative line, Farmer Line No. 12, be moved to clear construction. The obligation of the state to move the line is established by copies of the letter of the Assistant Counsel attached hereto. Copies of the estimate of the utility and construction plan sheets showing revision are also furnished.

Your approval of this order under the provisions of OAS-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
AUG 15 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

FOR FILING

F-152(5)

F-90(3)



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 14, 1957

Farmer Line No. 42
Grass Valley, Oregon

Attention: Mr. Alex G. Brantner, Secretary

Re: Farmer Line No. 42
Telephone Line Adjustment
N. Unit, Grass Valley-Kent Section
Sherman Highway
Sherman County

Gentlemen:

On June 12, 1957, I addressed a communication to you which read as follows:

"Bids on the above titled project were received on June 6, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. Information is that your wires are located on poles owned by Pacific Telephone and Telegraph Company and the necessary adjustment will be between Stations 1005 to 1105 and between Stations 1186 to 1205.

"In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

"In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. M. D. Glenn, Resident Engineer, Box 420, The Dalles, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Glenn."

Mr. M. D. Glenn now advises me that the letter was not received by you so I assume that it has gone astray in the mails. I understood

NOTED
FORREST COOPER

Farmer Line No. 42

-2-

August 14, 1957

from Mr. Glenn, although I may be mistaken, that you have not desired to submit an estimate of the cost of the work until you had received a communication from this office.

It is hoped that this letter will be to your satisfaction and that you will now proceed with the work.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Dean Swift
Mr. M. D. Glenn



RECEIVED

AUG 15 1957

FOR FILING

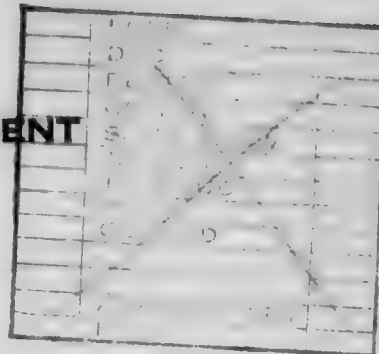
FORM 8-54 27,500-3-57-1477
F-152(3)
F-90(3)
5006

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 14, 1957



SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

L

The subcontract between Central Paving Company and Shirley G. Stone and Walton Construction Company, covering Items 1 to 13, inclusive, on the North Unit, Grass Valley-Kent Contract No. 5006, Oregon F-152 (5) and F-90 (3) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

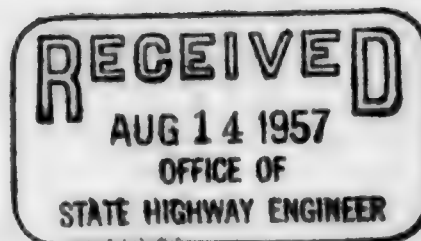
Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper ✓
C. G. Polk (2)

NOTED
FORREST COOPER



RECEIVED
AUG 12 1957

FOR FILING

F-100 (5)
5-10-57
5016

August 7, 1956

Mr. C. C. Hall
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Sir:

Herewith for your consideration and approval are copies of Order for State Road Work No. 315 covering installing Pacific Telephone and Telegraph Company's telephone lines on the North Unit, Green Valley-East section of the Eastern Highway in Harney County, Contract No. 3006, in connection with Federal Aid Project Nos. P-152 (5) and P-70 (3).

This work is necessary for construction. The telephone lines are in private property. The obligation of the State to run the lines, as evidenced by letters of the Assistant Comptroller, copies of which are attached. Approval and attention from the company are also attached.

Approval of this order under the provisions of ORS-310 is requested.

Very truly yours,

C. C. Hall
State Highway Engineer

By

Harriet Cooper
Deputy State Highway Engineer

Enclosure

DBP:lmr

RECEIVED
AUG 9 1957

FOR FILING

F-111-111
F-111-111
5116

August 6, 1957

Mr. C. G. Felt
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the North Unit, Green Valley-Hart Section of the Stevens Highway in Stevens County, Contract No. 9006, in connection with Federal Aid Project No. F-252(5) and F-90(3).

Very truly yours,

H. C. William
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DP:br

RECEIVED
JUL 22 1957

FOR FILING

F-152(5) +
F-90(3)
500

July 19, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the North Unit of the Grass Valley-Kent Section of the Sherman Highway in Sherman County, Projects F-152(5) and F-90(3), to the Central Paving Co. of Independence, Oregon, on the basis of the bid of \$421,489.50 submitted on June 6, 1957.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
JUL 19 1957

FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

154101
106-1
5116

08-35

July 19, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-152(5), North Unit, Grass Valley-Kent Section of the Sherman Highway, we hereby concur as of this date in award of contract No. 5006 to Central Paving Company of Independence, Oregon, low bidder in the total amount of \$421,489.50 for this project and Project F-90(3) at the June 6, 1957 bid opening.

Very truly yours,

C. G. Folk
C. G. FOLK
Division Engineer

W. C. Williams

RECEIVED
JUL 30 1957

FOR FILING

July 19, 1957

Central Traving Company
P. O. Box 35
Independence, Oregon

Gentlemen:

The State Highway Commission on June 6, 1957 accepted your proposal for grading and paving the N. Unit, Grass Valley-East section of the Sherman Highway in Sherman County for the sum of \$421,489.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5-69.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ap

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

Pacific Builder & Engineer, Inc.
2416 Third Avenue
Seattle 1, Washington

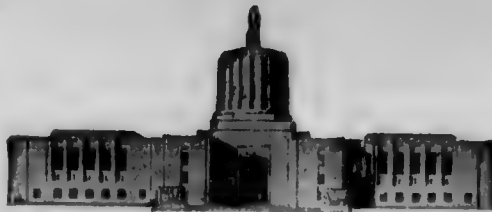
Mr. Lowell Richards
c/o Daily Journal of Commerce
63 Columbia Street
Seattle 4, Washington

ATTENTION: Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
JUL 1 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 27, 1957

Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
N. Unit, Grass Valley-Kent
Sherman Highway
Sherman County

Gentlemen:

On June 12, 1957, I wrote to you regarding the moving of some of your facilities on the above titled project.

I now am advised that it originally was planned to replace the existing line with the new cable which would eliminate the necessity for any temporary lines, but that the new cable cannot be delivered in time for use so that it will be necessary to lay a temporary line in order to keep your facilities in operation. I am further advised that this will cause an increase in the cost of the adjustment.

This is to advise you that it will be satisfactory to handle the matter on the basis of using a temporary line. It is requested that a revised estimate of the cost be submitted to Mr. M. D. Glenn upon the same basis as was outlined to you in my letter of June 12.

Very truly yours,

J. W. DeSOUSA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. Dean Swift
Mr. M. D. Glenn
Mr. R. L. Porter
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
JUN 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCGIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 12, 1957

Pacific Telephone and Telegraph Company
507 S.W. Oak
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Co.
Telephone Line Adjustment
E. Unit, Grass Valley-Rent Section
Sherman Highway
Sherman County

Gentlemen:

Bids on the above title project were received on June 6, 1957, and it appears that certain of your facilities must be adjusted to accommodate the highway construction. This will involve the moving of your poles at Stations 1205 to 1206 and between Stations 1236 to 1263.

It appears that these facilities were located on the westerly side of the existing highway by virtue of easements recorded in Book Y, Pages 549, 551, 555, and 556.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. M. D. Glenn, Resident Engineer, Box 420, The Dalles, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Glenn.

A copy of this letter is being given to Mr. A. L. Porter, Night of Day Engineer, for his further attention regarding exchange of easements.

In addition to the above work, it appears that there is a telephone line owned by Farmer Line No. 42 (Mr. Alex H. Brander, Secretary)

NOTED
FORREST COOPER

Pacific Telephone and Telegraph Company -2-

June 12, 1957

which is attached to your poles and also must be moved. A letter regarding this matter is being sent to Farmer Line No. 42 today.

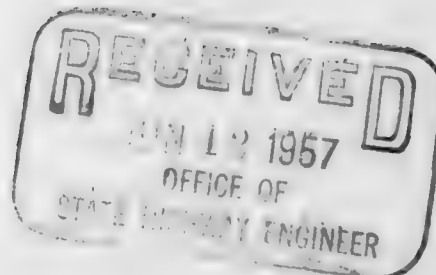
I have also been advised that there is a telephone line owned by Farmer Line No. 78 (Mr. Donald Earl, Secretary, Grass Valley) which is attached to your poles and also must be moved. A letter regarding this matter is being sent to Farmer Line No. 78.

Very truly yours,

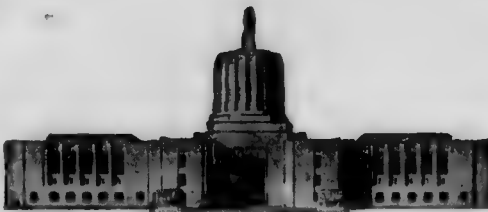
J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Dean Swift
Mr. M. D. Glenn
Mr. R. L. Porter



RECEIVED
JUN 11 1957
COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 12, 1957

Farmer Line No. 78
Grass Valley, Oregon

Attention: Mr. Donald Earl, Secretary

Re: Farmer Line No. 78
Telephone Line Adjustment
N. Unit, Grass Valley-Kent Section
Sherman Highway
Sherman County

Gentlemen:

Bids on the above titled project were received on June 6, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. Information is that your wires are located on poles owned by Pacific Telephone and Telegraph Company and the necessary adjustment will be between Stations 1005 to 1105 and between Stations 1136 to 1268.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. M. D. Glenn, Resident Engineer, Box 420, The Dalles, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Glenn.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Dean Swift
Mr. M. D. Glenn

NOTED
FORREST COOPER

RECEIVED
MAY 22 1957

~~FOR~~ FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

E-152(5)

F-70(5)

5006

08-35

400 STATE HIGHWAY BLDG.
SALEM, OREGON

May 22, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-152(5), North Unit, Grass Valley-Kent Section of the Sherman Highway in Sherman County. This is to authorize your advertising for bids.

Authorization to proceed with preliminary engineering is being granted by our separate program approval letter of the same date.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. Polk
C. G. Polk
Division Engineer

SP

RECEIVED
MAY 24 1957

FOR FILING

F. H. R.

F. H. R.

5006

Salem, Oregon
May 21, 1957

Grass Valley - Kent Section
North Unit

Mr. Virgil O'Neill
Assistant Office Engineer
Building

It is requested that you add \$4320 to the authorization for the subject job to cover 18 acres of seeding, mulching and refertilization to control erosion.

It is anticipated that the work will be accomplished by state forces using mechanized seeding and mulching equipment under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Rhards
Mr. H. H. Astrup

FORM 10-1-50 10-50 10-50

F-9D (2)

#5106

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 26th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

I attach hereto a straight line of the Sherman Highway showing cost of improvement between Grass Valley and Kent and the probable distance of improvement under the plan of using $3\frac{1}{2}$ inches of asphaltic concrete surface or the distance using an O-11 oil mat surface.

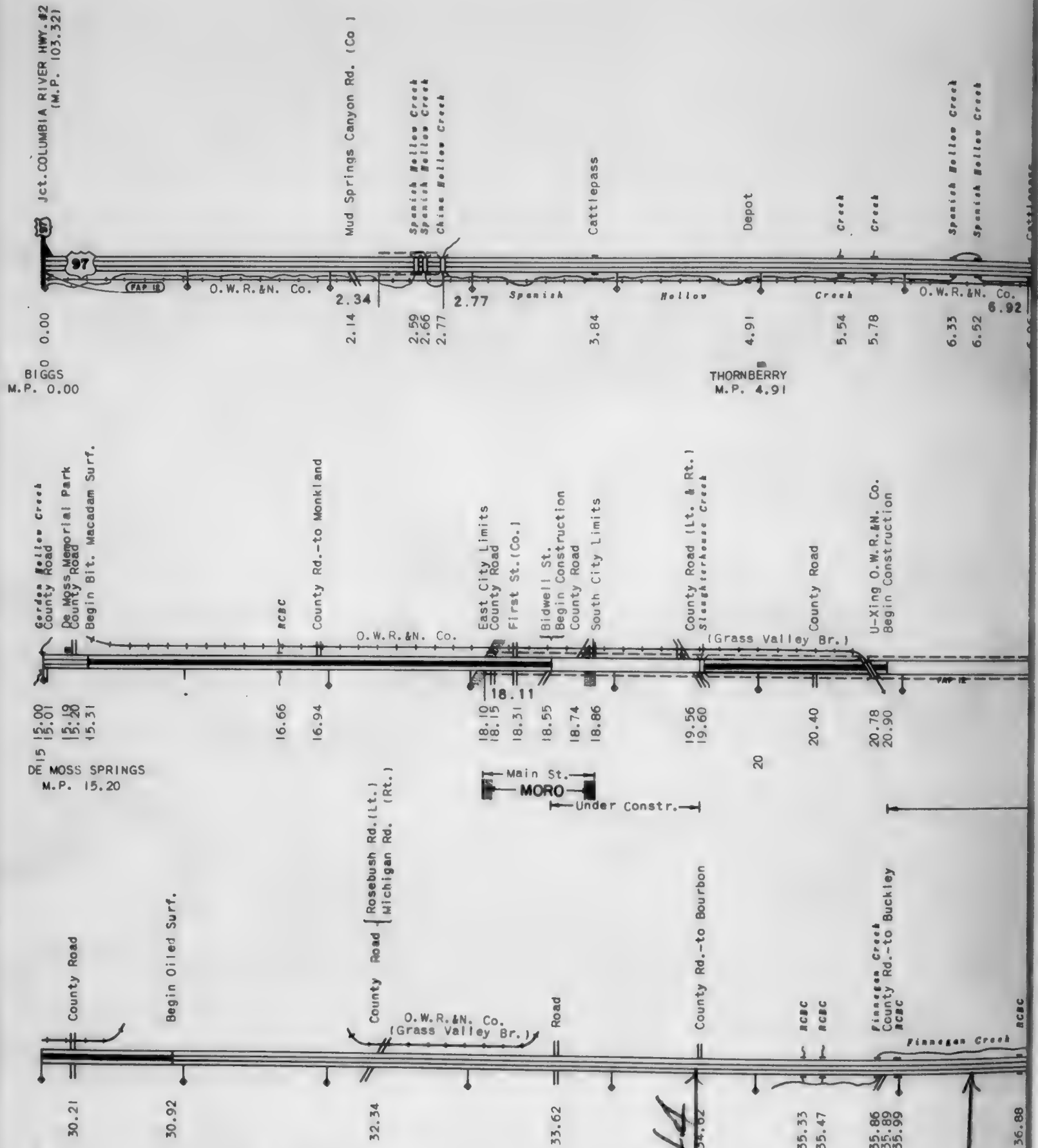
Thomas

Tom Edwards
Construction Engineer

TE:AR
Enc.

1894

NOTED
FORREST COOPER



Using A.C. Surface
 Approx 6 miles 500,000

Using O-11 Surface
 Approx 8 miles 500,000

SHERMAN HIGHWAY No. 42

SHEET 1 of 2

MARCH 1956



\$684,000 using AC
approx 6.6 miles

\$390,000 using O-11
approx 4.6 miles

Totals { 1,184,000 using AC
890,000 using O-11

RECEIVED
FEB 14 1957

FOR FILING

February 14, 1957

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

With reference to your inquiry relative to the date for calling bids on the Grass Valley-Kent Section of US97, advise that, while it is not currently listed in the prospective projects for award this year, it is believed that bids can be taken about August or September, provided the 1959 federal-aid funds are released on July 1. We have been advised quite definitely that the 1959 federal funds will be allocated on July 1 of this year.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hl
cc Mr. Forrest Cooper

S-348(1) Pudding River and Beaver
Cr. Bridges 1957

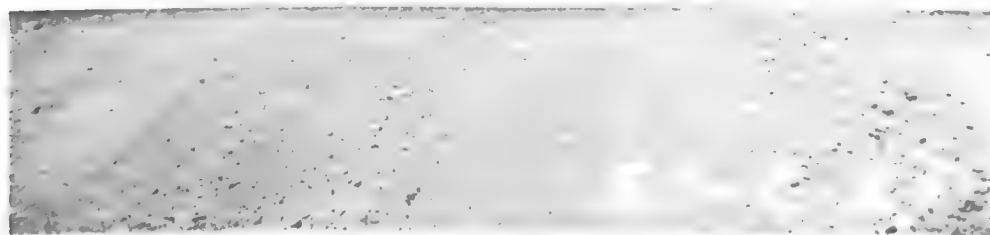
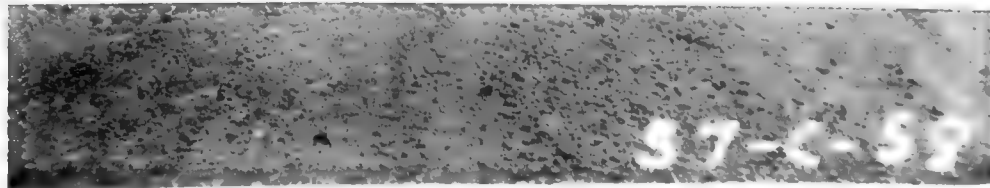
4-23-59

FAS 738 County Marion Contract No. 1001

Section _____

Location 51 C-112 W

51-48



FAS.

Sec

Loc

57



FAS

Sec

Loc

57



6/2/51 1711.00 TAS 738

1000 0.00 0.00 0.00 E

7/2/51

1711.00 TAS 738

1000 0.00 0.00 0.00 E

FAS
Sec
Loc
52
59

INVOICE

NOTED
Harold C. AyersNOTED
John F. Hagemann

Oregon State Highway Department

SALEM, OREGON

Contract 5007
S-348(1)Marion County
Salem, Oregon

Attn: County Court

Invoice No. 56555

Date July 22, 1958

Your Req. No.

Billing Request No. cc 425

Credit Distribution: 524-1025-497

Final billing: Padding River & Beaver Creek Bridges, FAS 738, covered by agreement dated June 27, 1957.

Original advance deposit

5,595.42

Less amount previously transferred

4,095.42

Balance in advance deposit

1,500.00

County share total cost as per attached statement

4,913.28

Less amount previously transferred

4,095.42

817.86

To be retained

1682.14

ACKNOWLEDGMENT OF RECEIPT

Cash Received w/ Receipt \$

By _____

NOTED
Harold C. Ayers

June 19, 1958

Marion County Court
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available on the following county FAS projects and it has been determined that refunds for these projects are due the county in the amounts set after each project.

Contract 4942	FAS 735, Hoptere Road-McNary Wye Section	\$1,782.39
" 5007	FAS 738, Pudding River & Beaver Creek Bridges	682.14
" 4977	FAS 739, Four Corners-Gear Station Section	<u>6,582.83</u>
Total		\$9,047.36

Itemized statements for each project are attached.

As per the advice of Mr. Anderson, these refunds are being retained as part of the deposit required in connection with the Browning Avenue-Rosedale Section of FAS 742.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mn
Att. - 3

cc: Mr. John A. Anderson

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 12/11/57

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Marion

Contract No. 5007

Date June 19, 1958

FAS 738

Section

Fording River and Beaver Creek Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
------	------	------------	------------	------------

Payments to contractor as per attached tabulation.				\$24,862.50
Construction engineering.				784.35

TOTAL CONSTRUCTION COSTS. \$25,646.85

FEDERAL FUNDS COLLECTED FOR PROJECT. \$15,740.00

AGREED COUNTY SHARE OF TOTAL COSTS

(50% of difference between total cost and federal funds)

$(\$25,646.85 - \$15,740) \times 0.5 = \$4,953.23$

County advance deposit. \$3,995.42

Less county share cost. \$4,953.23

REFUND DUE COUNTY. \$ 682.11

ITEM	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	
WATER CREEK BRIDGE:						
1. Furnish treated timber piling	l.f.	1.50	770	1,155.00	1,086.00	-
2. Drive timber piles	each	60.00	24	1,440.00	1,440.00	-
3. Class "A" Concrete	c.y.	60.00	97	5,820.00	5,400.00	420.00
4. Total reinforcement	lb.	.135	26,000	3,510.00	3,510.00	-
5. Treated timber in place	sq.ft.	350.00	1.3	455.00	455.00	-
WATER CREEK BRIDGE:						
1. Furn. treated timber piling	l.f.	1.55	600	930.00	930.00	-
2. Drive timber piles	each	60.00	24	1,440.00	1,440.00	-
3. Class "A" concrete	c.y.	60.00	102	6,120.00	5,400.00	720.00
4. Total reinforcement	lb.	.135	26,500	3,577.50	3,577.50	-
5. Treated timber in place	sq.ft.	350.00	1.4	490.00	490.00	-

Audited and approved by	Totals	29,722.30	29,722.30	1,225.00
Period covered 11/10 - 12/11/57	% Retained	0	1,354.69	1,354.69
Items Cont. 5007 - Bkt. 4 Filed	Total Payments	28,362.50	21,857.31	1,001.10

Computed by H. P. Hicks Checked by H. P. Hicks
Engineer H. P. Hicks

To be paid contractors, this estimate, \$ 3,504.53

Previous Voucher No. **27001**

RECEIVED
JAN 21 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 2, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5007

(VOUCHER NO.)

Final

(WARRANT NO.)

Valley Construction Co.

(AMOUNT)

(DATE)

30692

H 201355

\$3,004.69

1/8/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winkhouse
ACCOUNTING DIVISION

Specified completion Date: **100 workdays from 8-2-57**

Time Extensions: **None**

Completion Date: **Dec. 11, 1957**

Date Accepted: **Jan. 16, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Jan. 20, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 20 1958

NOTED ON CARD

RECEIVED
JAN 6 - 1958

FOR FILING

5007

Dec. 31, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5007 for Pudding River and Beaver Creek Bridges on County Road No. 735 in Marion County was completed by the contractor, Valley Construction Company, on Dec. 11, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of \$3,004.69 will be released to the contractor after acceptance by the Commission. The total contract amount is \$21,862.50, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

am

Monthly Transaction No. 10-99	Form 2 (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT 10-14-57		County Marion
			Project No. 8-348(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Beaver Creek and Pudding River Bridges, approximately 1.8 miles and 2.1 miles west of junction with FAS 130(a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6/7/57	0.1
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 27,348.75	Federal funds \$ 16,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u><i>Charles Reynolds</i></u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u><i>[Signature]</i></u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u><i>C. H. Polk</i></u> Division Engineer Date executed by Division Engineer <u>October 14, 1957</u> RECOMMENDED FOR APPROVAL: <u><i>[Signature]</i></u> STATE HIGHWAY ENGINEER
--	---

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Rebuilding of 1st and 2nd Creeks Bridges
County Road No. 100
Harrison County*

NATURE OF WORK:

Rebuilding

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5007 Valley Const. Co. 7-23-57

DATE OF COMPLETION: 100 workdays from 8-2-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project 2-348(1)

PUDDING RIVER AND BEAVER CREEK BRIDGES ON COUNTY ROAD

NO. 735 IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 29, 1957

Type Code X021

Pudding River Bridge (Sta. 27+96.50 to Sta. 28+73.50) (Contract No. 5007)

Furnish Treated Timber Piling	720 lin. ft.	\$ 1.50	\$ 1,080.00
Drive Timber Piles	24 only	60.00	1,440.00
Class "A" Concrete	97 cu. yds.	60.00	5,820.00
Metal Reinforcement	26,000 lbs.	.135	3,510.00
Treated Timber in Place	1.3 M-ftm.	350.00	455.00

\$12,305.00

Type Code X021

Beaver Creek Bridge (Sta. 41+82.50 to Sta. 42+57.50) (Contract No. 5007)

Furnish Treated Timber Piling	600 lin. ft.	\$ 1.55	930.00
Drive Timber Piles	24 only	60.00	1,440.00
Class "A" Concrete	102 cu. yds.	60.00	6,120.00
Metal Reinforcement	26,500 lbs.	.135	3,577.50
Treated Timber in Place	1.4 M-ftm.	350.00	490.00

\$12,557.50

Subtotal	\$24,862.50
10% Ingr. & Cont.	<u>2,486.25</u>

Total \$27,348.75

Length of Structures. 0.028 mile

Federal Funds.	\$16,900.00
State Funds.	5,224.35
County Funds.	<u>5,224.40</u>
	\$27,348.75

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
Fund for Maint.: Chap. 529, laws, 1939:

Note: Necessary funds have been deposited by Marion County with the Highway Department.

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. AyersMarion County
Salem, Oregon

Attn: County Court

Invoice No. 51621

Date July 24, 1957

Your Req. No.

Billing Request No. cc 347

Credit distribution: 524-1025-297

Advance Deposit

5,595.42

Partial transfer county's share total cost
 Pudding River & Beaver Creek Bridges, FAS 738, covered by
 agreement dated June, 1957.

4,095.42

To be retained

\$1,500.00

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

NOTED
Harold C. Ayers

July 23, 1957

Marion County Court
Courthouse
Salem, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of \$2,520 in connection with the Pudding River and Beaver Creek Bridges on FAS 738. This deposit, together with the \$3,075.42 refund due the county for the Fairfield Junction-Hopmans Section of FAS 159, makes a total advance deposit for the Pudding River and Beaver Creek Bridges project of \$5,595.42

Contract No. 5007 has been awarded to the Valley Construction Company and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Mr. John Anderson

NOTED
C. G. SWENSON

JUDGE REX HARTLEY
COMMISSIONER ROY J. RICE
COMMISSIONER E. L. ROGERS

PHONE 4-4401

MARION COUNTY COURT

**COURTHOUSE
SALEM, OREGON**

NOTED
Harold C. Ayers

June 28, 1957

NOTED
John F. Hagemann

State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. John F. Hagemann ✓
Asst. Engineer, County & City Relations

Gentlemen :

Acknowledging receipt of your letter of June 27 concerning the State retaining \$3,075.42 due the County and applying it against the deposit due on the Pudding River and Beaver Creek Bridges on FAS 738.

It is satisfactory with the Marion County Court that the State retain the refund due the County from the Fairfield Junction-Hopmore Section of FAS 159 and apply it against the deposit due on the Pudding River and Beaver Creek Bridges on FAS 738. → Contract 4539
→ Contract 5007

Very truly yours,

Rex Hartley
County Judge

RH:jd1

NOTED
G. SWERSON

RECEIVED
JUL 1 1957

NOTED
JOHN D. GRAHAM

RECEIVED
JUL 1 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

NOTED
Harold C. Avers

June 27, 1957

Marion County Court
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

On June 27th a satisfactory bid was received from the Valley Construction Co. of Portland for constructing the Pudding River and Beaver Creek Bridges on FAS 738. In accordance with the agreement between county and state the following advance deposit is required prior to award of a contract.

Bid Items	\$24,862.50
12-1/2% Eng'ring & Contingencies	3,107.81
Estimated Total Cost.....	\$27,970.31
Advance Deposit of 20%.....	\$ 5,594.06
Less Refund due County on FAS 159, Fairfield Jct.-Hopmore Section	<u>3,075.42</u>
Cash Advance Deposit.....	\$ 2,518.64 - pay \$2,520

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of \$2,520, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Mr. John Anderson, Co. Engr.

*Due to Acct. Practices
Co. will not make
cash deposit until*

July 22d.

Recd. 7/23/57

NOTED

C. G. SWENSON

Cont. # 5007

524-1025

RECEIVED
JUL 30 1957

FOR FILING

348-12
5007

July 23, 1957

Valley Construction Company
6100 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 accepted your proposal for constructing the Pudding River and Beaver Creek bridges in Marion County for the sum of \$24,862.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5007.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cjd

cc - J. H. Probert
Tom Edwards
R. G. Savage, SIAC
P. M. Stephenson

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED

J. Mc C.

RECEIVED

JUL 16 1957

FOR FILING

S-348 (1)
5007

Salem, Oregon
July 8, 1957

Maintenance & Finance Agreement
Marion County
PAS 738
Pudding River & Beaver Creek Bridges

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement between the State Highway Commission and Marion County covering the Beaver Creek and Pudding River Bridges on PAS 738.

A fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Marion County.

Secretary

rn -
Attach.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 21, 1957

AGENDA

JUN 27 1957

SUBJECT: FAS Project Agreements
Marion County
FAS 738

To: Mr. Forrest Cooper
OFFICE

Attached are three copies of a finance agreement covering the Beaver Creek and Pudding River Bridges on FAS 738. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 8, 1956.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mmm
Att.

AUTHORIZED BY HIGHWAY COMMISSION

DATE 11-6-58 Minute Page 47

Forrest Cooper
Secretary

2 Agreements
2 COPIES TO BE SIGNED (of each)

FORREST COOPER

①

4 copies of Finance Ag. in it signed
1, 0, 11

RECEIVED
JUL 1 1957

FOR FILING

1-3418-11
5017

July 1, 1957

Valley Construction Company
6100 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 accepted your bid in the amount of \$24, 62.50 for construction of the Pudding River and Beaver Creek Bridges on County Road 733 in Marion County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

6-19-57
RESOLUTION

OREGON PROJECT 8-348(1)
FAS 738

WHEREAS, a county road in Marion County, State of Oregon, known as the County Road No. 735 County Road, is routed through the County of Marion, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Marion County, the section adopted for improvement being more particularly described as follows; to wit:

The Pulling River and Beaver Creek Bridges located approximately 2 and 2.3 miles northeast of Pratum respectively.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Marion will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Marion County, Oregon, that no encroachments will be permitted on the county road known as the County Road No. 735 ~~County Road~~, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Marion County, Oregon, this 19 day of June, 1957.

By:

County Judge Ray Hartley

County Commissioner E. L. Rogers

County Commissioner E. L. Rogers

ATTEST:

C. Maitzen
County Clerk

NOTED
V. R. JONES

¹³
June 12, 1957

NOTED
Harold C. Ayers

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Dear Mr. Anderson:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Pudding River and Beaver Creek Bridges on FAS 738 upon which bids will be received June 27th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$30,400; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in this office not later than June 21st.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

By: John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

NOTED
V. R. JONES

MEMO TO J. W. NASH
5/13/57

NOTED
Harold C. Ayers

FAS 738, MARION COUNTY

TERMINI: Beaver Creek and Pudding River Bridges approximately 1.8 and 2.1 miles east of jct. of FAS 738 with FAS 130.

PROPOSED WORK: Two reinforced concrete bridges on treated piles.
Beaver Creek Bridge - 69' long
Pudding River Bridge - 75' long

PROJECT LENGTH: 0.03 mile

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	\$40,000	\$24,000	\$8,000	\$8,000 (Co.)

EXISTING FACILITY:

Beaver Creek - Untreated pile trestle 38' long, H.C. 19'-6"
Pudding River - Untreated pile trestle 100' long, H.C. 17'-10"

Both structures have deteriorated to the ~~stage~~ stage requiring replacement.

ADJACENT SECTIONS: Existing road has 20' wide gravel wearing surface on 28' roadway. Co. is reconstructing on improved grade and alignment to 20' oiled surface with 4' shoulders.

PROJECT DATA:

STRUCTURES: Reinforced concrete on treated piles, 69' and 75' in length, H.C. 26'.

ROADWAY APPROACHES: Co. will construct necessary approaches without federal cooperation as part of reconstruction project on this section of road to ultimate finished roadway of 20' oiled surface with 4' shoulders.

ROW WIDTH: 60'

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None

RR CROSSING: None

SYSTEM ACTION: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None

NOTED
C. G. SWENSON

NOTED

JFH: [initials]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1957

NOTED
Harold C. Ayers

SUBJECT: Change in Marion County
FAS projects

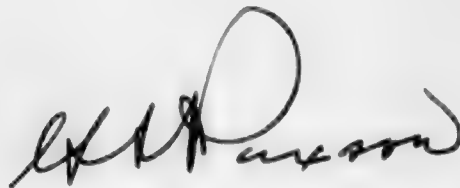
To:

Mr. C. G. Swenson
County and City Relations Engineer

NOTED
John F. Hagemann

We authorize the change from 1959 to 1958 funds for the Marion County Project FAS 738, covering the Pudding River, Beaver Creek, and Pratum Junction Bridges, estimated to cost \$60,000 and to be financed from the \$604,000 now unallocated for 1958 funds.

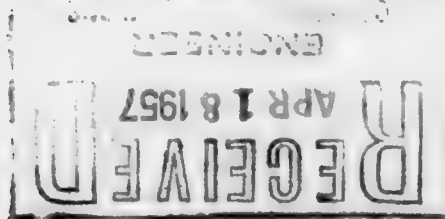
Since this will involve a total Marion County FAS expenditure greater than their 1958 allotment, this must be adjusted when the 1959 program is made up.



G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams



NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
APR 17 1957

FOR FILING

FORM ESO-50M-11-55-50234
5-48(1)
5007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 16, 1957

SUBJECT: Pudding River & Beaver Creek Bridges (2)
FAS 738, Marion County

To: Mr. G. S. Paxson ✓
OFFICE

Mr. Anderson, Marion County Engineer, has requested that, if possible, we shift the subject named county FAS bridge project from the fiscal year 1959 fund as initially programmed on 11/8/56 to a fiscal year 1958 fund project and accept bids at our June Commission meeting or as soon thereafter as possible.

The reason for this request is that these bridges are located on a new alignment which the county has scheduled for grading with county forces this year.

There are sufficient unprogrammed fiscal year 1958 county FAS funds available to permit moving these bridges up and it is suggested we comply with the county's request. Mr. Walker, Division Engineer, advises that the field work required for these bridges has already been done.

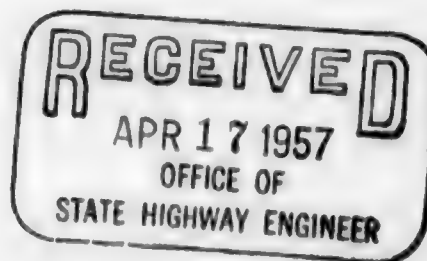
John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: P. M. Stephenson
S. H. Probert
Tom Edwards

NOTED
G. S. PAXSON



NOTED
Harold C. Ayers

Salem, Oregon
November 26, 1956

Mr. J. D. Walker
OFFICE

Marion County FAS Project
Pudding River and Beaver Creek Bridges (2)
FAS 738

RECEIVED
J. F. HAGEMANN

Attached is a print of a right-of-way map and of a plan and profile map of the section of road upon which the subject named bridges are to be constructed. These prints were furnished by the Marion County Engineer and are on the alignment which the county plans to construct. The FAS project will be for the bridges only.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

Salem, Oregon
November 26, 1956

Marion County FAS Project
Bridges (3), FAS 738

Mr. P. M. Stephenson
OFFICE

Reference is made to the project on FAS 738 approved by the Highway Commission on November 8th. This project as proposed was for three bridges over Pudding River, Beaver Creek, and an unnamed stream referred to as the Pratum Junction Bridge. It now develops that this proposed bridge referred to as Pratum Junction Bridge is not located on the FAS route and as a result will be canceled as an FAS project. The project should read:

FAS 738 - Pudding River and Beaver Creek Bridges (2), \$60,000.

Marion County has made a new location at the site of both bridges and the survey data for this location can be obtained from Mr. Anderson, County Engineer.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:ma

cc: Tom Edwards
J. D. Walker

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

MARION COUNTY
PROPOSED PROJECTS

FAS 735 - Hopmere Road-McNary "Y" Section, Approximately 2.8 Miles, \$80,000. This section extends from the junction of FAS 735 with FAS 736 (Hopmere-Brooks Road) one mile west of Hopmere, southerly via Clear Lake to the junction of FAS 735 with FAS 159 approximately one mile north of Keizer.

The proposed project is to widen and resurface the existing 16' pavement with a 22' wide asphaltic concrete pavement with 8' shoulders.

FAS 739 - Four Corners-Geer Station Section, Approximately 4.2 Miles, \$175,000. This section extends from the junction of FAS 739 (State Street) with FAS 679 (Lancaster Road) at Four Corners, easterly to the S.P.R.R. tracks at Geer Station.

The proposed project is to grade, drain, place base material, and pave as required to widen and resurface the existing 16' asphaltic pavement with a 22' wide asphaltic concrete pavement with 8' shoulders. Short sections of this project will be on new alignment to eliminate sharp curves. Marion County has already made a location survey for this project and right-of-way is being acquired. Mr. Anderson, County Engineer, should be contacted to obtain the survey data.

FAS 738 - Pudding River, Beaver Creek, and Pratum Junction Bridges (3), \$60,000. These bridges are located on FAS 738 as follows: Pudding River Bridge over Pudding River approximately two miles northeast of Pratum; Beaver Creek Bridge over Beaver Creek at Kaufman School approximately 0.3 mile east of the Pudding River Bridge; and Pratum Junction Bridge over an unnamed stream immediately east of the road junction approximately 0.8 mile north of Pratum.

The proposed project is to construct reinforced concrete bridges (3) on treated piling, two of which will be approximately 100' long and one approximately 60'. The horizontal clearance of each bridge is to be 26'. The bridges over Pudding River and Beaver Creek (each approximately 100' in length) will be on a new alignment, the grade for which will be constructed by the county. The county will also remove the existing bridges. The Pratum Junction Bridge will also be for the structure only; however, the county engineer will advise at a later date whether removal of the existing bridge and provision for a detour will be included in the FAS project.

FAS 734 - Pudding River Bridge, \$35,000. This bridge is located on the Chemawa-Silverton Road approximately two miles west of the west city boundary of Silverton.

The proposed project is to replace on approximately the same location the existing structure over Pudding River with a new bridge having a horizontal clearance of 26'. The FAS project will be for the structure only, including removal of the existing bridge. The county will perform any required road approach work. The road will be closed during construction.

10/25/56
(56-f)

-1-

Approved by Hwy Comm 11-8-56

S-297(2) 102nd Ave.-122nd Ave. Sec. 1957
of N.E. Glisan St.
#5008 (Grading and Paving)

RECEIVED
JAN 26 1959

FOR FILING

5008

January 23, 1959

1079

Leah Dean

Bernard, Bernard & Edwards
Attorneys at Law
Suite 1220, Portland Trust Building
Portland 4, Oregon

Attention: Mr. William E. Hurley

Gentlemen:

Reply is made to your letter of January 13 directed to Mr. Floyd Query, Secretary of the Commission, regarding litigation on Contract No. 5008, Rogers Construction Company, which covered work on the N. W. Gilliam Street project between 102nd and 122nd Streets.

Mr. A. G. Skelton, Division Engineer, with offices at 9200 S. E. McLoughlin Blvd., Milwaukie, is being designated to serve as a witness in case he is required and is being so notified by a copy of this letter.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. Floyd Query

RECEIVED
FEB 19 1959

FOR FILING

1-97 (2)
57-18

January 15, 1959

**Bernard, Bernard & Edwards
Attorneys at Law
Suite 1220, Portland Trust Building
Portland 4, Oregon**

Attention: William E. Hurley

Gentlemen:

This is to acknowledge your letter of January 13 in which you state that you would like to have a representative from the State Highway Department and one from Multnomah County who can testify concerning an uninstalled catch basin grate.

This grate, you state, was located near 103rd and Glisan Streets in the City of Portland and appears to have been in connection with our Contract No. 5008 awarded to Rogers Construction Company.

Your letter is being referred to the State Highway Engineer for such further action as is required.

Very truly yours,

**Secretary
OREGON STATE HIGHWAY COMMISSION**

FQ:rj
cc: W. C. Williams

BERNARD, BERNARD & EDWARDS

ATTORNEYS AT LAW

SUITE 1220 PORTLAND TRUST BUILDING

PORTLAND 4, OREGON

E. F. BERNARD
WILLIAM F. BERNARD
JONATHAN EDWARDS
WILLIAM E. HURLEY

January 13, 1959

Floyd Guery, Secretary
Oregon State Highway Commission
Salem, Oregon

and

Multnomah County Road Department
2115 S. E. Morrison Street
Portland, Oregon

Gentlemen:

On the 23rd of July, 1957, the State Highway Commission entered into a contract with the Rogers Construction Co. for the widening of N. E. Glisan Street between 102nd and 122nd. That contract, No. 5008, called for supervision by Multnomah County.

This firm represents Mrs. Leah Dean, of Portland, in connection with an action for personal injuries she sustained on the 27th day of September, 1957, when she fell as a result of tripping upon an uninstalled catch basin grate which was covered with gravel and lying near the S. W. corner of 103rd and Glisan. In order to negate the possibility of the defendants suggesting that the actual installation of the catch basins was a burden of either the State or Multnomah County, we wish to have available a person from each governmental unit who can testify, from his own knowledge, that the mechanics of installation was done solely by the Rogers Construction Co. or someone under their supervision.

This case has tentatively been set for trial for the last of February or the first of March. Will you please advise me of the person whom I should contact. If subpoenas are required I will see to it that they are issued and served.

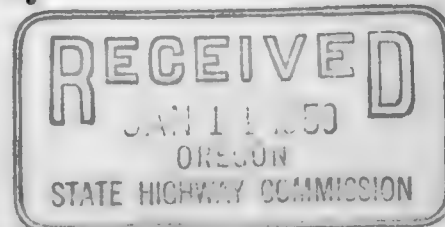
Sincerely,

BERNARD, BERNARD & EDWARDS

William E. Hurley

William E. Hurley

WEH:vg



RECEIVED
NOV 21 1958

FOR FILING

107 (2)
5008

November 21, 1958

Bernard, Bernard & Edwards
Attorneys at Law
Portland Trust Building, Suite 1220
Portland 4, Oregon

At tention: Mr. William E. Hurley

Gentlemen:

This is in reply to your letter of November 20, 1958, informing us that your office is interested in litigation arising from an injury connected with the widening of N. E. Glisan Street between 102nd and 122nd Avenues in Portland, in 1956.

As requested, we are attaching a copy of this contract, which is State Highway Contract No. 5008, and, as you will note, was bid under the name of Rogers Construction Co., a partnership.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

E. F. BERNARD
WILLIAM F. BERNARD
JONATHAN EDWARDS
WILLIAM E. HURLEY

BERNARD, BERNARD & EDWARDS

ATTORNEYS AT LAW

SUITE 1220 PORTLAND TRUST BUILDING

PORTLAND 4, OREGON

November 20, 1958

State Highway Department
Salem, Oregon

Gentlemen:

5008
This office is interested in litigation arising from an injury connected with the widening of Northeast Glisan Street between 102nd and 122nd Avenues in Portland, Oregon, in 1956.

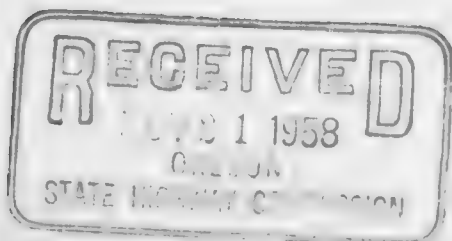
I believe that the contract was let to the Rogers Construction Company by the State of Oregon with Multnomah County supervision. If possible, we would like a copy of the contract. If no copy is available, we would at least be interested in knowing whether the contractor was Rogers Construction Company, a corporation, or Rogers Construction Company, a partnership.

Sincerely,

BERNARD, BERNARD & EDWARDS

William E. Hurley
William E. Hurley

WEH/d1



NOTED
C. W. HEAD

RECEIVED

APR 3 1958

OREGON STATE HIGHWAY DEPARTMENT
(date)

FOR FILING

April 4, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5008

(VOUCHER NO.)

5 Final

(WARRANT NO.)

Regory Construction Co.

(AMOUNT)

(DATE)

6913

H 208636

\$4,362.17

1/3/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: 60 workdays from 8-2-57

Time Extensions: None

Completion Date: 10-22-57

Date Accepted: 12-5-57

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR - 4 1958

SPU

NOTED ON CARD

RECEIVED
MAR 4 - 1958

FOR FILING

1297

CERTIFIED MAIL

March 3, 1958

The Fidelity & Casualty Co. of New York
160 Pine Street
San Francisco 11
California

Gentlemen:

State Highway contract No. 5008 for work performed on the 102nd Ave.-122nd Ave. Section of NE Olisan Street, Portland, Multnomah County, was completed by the contractor, Rogers Construction Company, on October 22, 1957, and was formally accepted by the Highway Commission on December 5, 1957.

Final payment in the amount of \$4,362.17 will be released to the contractor on or after March 13, 1958. The total contract amount is \$145,388.05, of which amount \$551.17 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: The Fidelity & Casualty Co. of N.Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

RECEIVED
NOV 6 1957

FOR FILING

November 1, 1957

Mr. C. G. Fulk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 22, 1957, on Contract No. 5008, 102nd Avenue-122nd Avenue Section, in Multnomah County, in connection with Federal Aid Project No. 8-297(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cSP:Charence G. Benson

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 26, 19 57Section N. E. 102d Ave. - N. E. 122d Ave.Kind of work Grading and PavingHighway 500 N. E. Glisan St. County MultnomahSection prefix 526-1083Contractor Rogers Construction Co.Contract number 5008Date of contract July 23, 19 57Specified work days 60Date work started July 29, 19 57Work days used 52Project authorization \$ 160,996.36

Per cent of time elapsed %

Exclusive of engineering \$

Estimated cost of completed project, exclusive of engineering \$ 157,928.36

Estimated per cent overrun or underrun %

Per cent of contract completed, based on total contract price 100 %Engineering authorization \$ To be done by CountyEngineering cost to date \$ % Date project was completed October 23, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the paving of intersections and driveways.

The project is now completed.

NOTED

FOREST COOPER

CONSTRUCTION DIVISION

RECEIVED

OCT 31 1957

NOTED

CE ACE ACE COE

Signed

Spencer Hill

Address

2115 S.E. Morrison St.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

**Binder
Course**

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.95	0.95			
Miles partially completed					
Miles completed	0.95	0.95		0.95	
Total estimated quantities (contract)	28,000	20,200			7800
Total quantities corrected to date	25,000	19,481			7437
Estimated quantities moved or placed to date	25,000	19,481			7437
Average daily quantities					50
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					10
Average force on project for week					12

Men 8

Supervision 1

Men and trucks under 3 tons 1

Men and trucks over 3 tons 2

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Showers		
Friday	Rain		
Saturday			

Contract 5008

Monthly Transaction No. 10-39	Form 1-2 (5-2-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT		County Multnomah
			Project No. 8-297(2)
The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.			
Project termini Glisan Street from 102nd Ave. to 122nd Ave. (a county road).			
Project classification or class of work		Effective date of authorization	Approximate length
Highway planning			
Preliminary engineering			
Rights-of-Way			
Construction		6/7/57	0.9
Other (Specify)			
FUNDS			
Estimated total cost of project \$ 169,310.35		Federal funds \$ 104,800.00	
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.			
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department)		U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
By <u><i>Charles Reynolds</i></u> Chairman, State Highway Commission (title)		By <u><i>C. G. Polk</i></u> Division Engineer	
By <u><i>[Signature]</i></u> Member, State Highway Commission (title)		Date executed by Division Engineer <u>October 11, 1957</u>	
By <u><i>[Signature]</i></u> Member, State Highway Commission (title)		RECOMMENDED FOR APPROVAL: <u><i>[Signature]</i></u> STATE HIGHWAY ENGINEER	

USComm-DC 11169

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*102nd Avenue - 122nd Avenue Section
N.E. Olson Street (Hwy. 100)
Matteson*

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5008 5008 Rogers Const. Co. 7-23-57

DATE OF COMPLETION: 60 Workdays from 8-2-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. S-297(2)

102nd. AVENUE-122nd. AVENUE SECTION OF N. E. OLISAN ST.

(COUNTY ROAD) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 29, 1957

Type Code 6201

Roadway (Sta. 27+28.62 to Sta. 77+52) (Contract No. 5008)

Clearing and Grubbing	All Required		\$ 3,500.00
Removal of Catch Basins	7 only	\$ 16.00	112.00
Removal of Curb	480 lin. ft.	.30	144.00
Removal of Walks & Driveways	750 sq. yds.	.60	450.00
Drainage Excavation, Unclassified	10 cu. yds.	3.00	30.00
General Excavation, Unclassified	26,000 cu. yds.	.80	22,400.00
Finishing Roadbed and Slopes	0.95 mile	1,500.00	1,425.00
8-inch Sewer Pipe	170 lin. ft.	2.00	340.00
Concrete Catch Basins	28 only	65.00	1,820.00
Concrete Sumps	28 only	250.00	7,000.00
Concrete Curb	300 cu. yds.	36.00	10,800.00
Concrete Driveways	1,800 sq. yds.	4.00	7,200.00
Concrete Walks	160 sq. yds.	3.50	560.00
Coarse Crushed Material in Base	17,800 cu. yds.	2.00	35,600.00
3/4" - 0 Material in Base	2,400 cu. yds.	2.50	6,000.00
3/4" - 0 Material in Walks	420 cu. yds.	4.00	1,680.00
1/4" - 0 Material in Walks	200 cu. yds.	4.00	800.00
Sprinkling	840 M-gals.	2.00	1,680.00
Preparation of Base	0.95 mile	750.00	712.50
3/4" - 0 Material in Binder Course	380 cu. yds.	4.75	1,805.00
RC-3 Asphalt in Binder Course	60 tons	42.50	2,550.00
Class "B" Asphaltic Concrete	7,800 tons	5.85	45,630.00
Class "C" Asphaltic Concrete	20 tons	6.25	125.00
RS-1 Asphalt	0 tons	60.00	480.00
Setting Metal Monument Bases	3 only	25.00	75.00

\$152,918.50

Flagging (57 1/2% of Contractor's Cost)

1,000.00

Subtotal

\$153,918.50

10% Engr. & Cont.

15,391.85

Total

\$169,310.35

Length of Roadway..... 0.951 mile
Cost of Roadway per mile..... \$178,034.01

Federal Funds.	\$ 104,800.00
State Funds.	32,255.15
County Funds	<u>32,255.20</u>
	\$ 169,310.35

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
 Chap. 529, laws, 1939
 Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Multnomah County with the
 Highway Department.

RECEIVED
JUL 30 1957

FOR FILING

1-297 (2)

July 23, 1957

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on June 27, 1957 accepted your proposal for grading and paving 102nd Avenue-122nd Avenue Section of N. E. Glisan Street in Multnomah County for the sum of \$153,063.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5008.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ejd

cc - S. H. Probert
Tom Edwards
R. G. Savage, SIAC

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia St.
Seattle 4, Washington

NOTED

J. Mc C.

RECEIVED
JUL 16 1957

FOR FILING

X-297(2)
5008

Salem, Oregon
July 9, 1957

100 + #318
#169

Mr. C. G. Swensen
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Multnomah County covering the 102nd-122nd Avenue Section of FAS 638 in Multnomah County.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Multnomah County Court.

Secretary

RU
Attach.

RECEIVED
JUL 1 1957

FOR FILING

S-297(2)

5008

July 1, 1957

**Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon**

Gentlemen:

The State Highway Commission on June 27, 1957 accepted your bid in the amount of \$153,063.50 for grading and paving on the 102nd Avenue-122nd Avenue Section of N. E. Glisan Street near Portland in Multnomah County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

**Secretary
OREGON STATE HIGHWAY COMM.**

**dp
cc:**

**Tom Edwards
S. H. Probert
R. G. Savage, SIAC**

RECEIVED
JUN 21 1957

FOR FILING

FORM 230-SOM-11-55-90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 20, 1957

SUBJECT: FAS Project Agreements
Multnomah County
FAS 638

To: Mr. Forrest Cooper
OFFICE

Attached are three copies of an agreement covering the 102nd Avenue-122nd Avenue Section of FAS 638 in Multnomah County. Two copies of the agreement have been executed by the Board of Commissioners and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 8, 1956.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mmm
Att.

NOTED

RECEIVED
APR 23 1957

FOR FILING

Salem, Oregon
March 13, 1957

Agreement - Multnomah County
and Highway Commission, 122nd
Avenue project

Mr. Clarence Swenson
County and City Relations Engineer
Department

The Highway Department has no objection to Multnomah County's doing the engineering work on the 122nd Avenue project on the federal-aid secondary (county road) system. This will necessitate agreement between the County Commissioners and the Highway Commission clarifying the responsibilities. The Highway Department would have the principal responsibility of seeing that the job was built in accordance with plans and specifications, as we are more or less the operating agency for the Bureau. All details would be handled by the County, which would be required to submit estimates and other data to us and through us to the Bureau.

Will you please take it from here and work out the necessary details.

Forrest Cooper
Deputy State Highway Engineer

FC:mo

cc Mr. W. C. Williams
Mr. G. S. Paxson

RECEIVED
FEB 11 1957

2-8-57

FOR FILING

4-211(2)

REVISED LOCATION PROSPECTUS
N. E. 102ND AVENUE TO N. E. 122ND AVENUE SECTION OF N. E. GLISAN STREET
MULTNOMAH COUNTY

5008

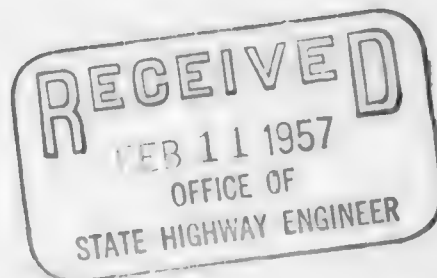
The following prospectus is submitted regarding the N. E. 102nd Avenue to N. E. 122nd Avenue Section of N. E. Glisan Street (FAS 638) in Multnomah County. The section is divided into two units. The terminal points of the westerly unit are as follows: The westerly terminus is N. E. 102nd Avenue, said street is the easterly end of the N. E. 92nd Avenue to N. E. 102nd Avenue improvement of N. E. Glisan Street made by Multnomah County; the easterly terminus is 163 feet west of the center line of N. E. 122nd Avenue. The terminal points of the easterly unit are as follows: The westerly terminus is 273 feet easterly of the center line of N. E. 122nd Avenue; the easterly terminus is 400 feet east of the center line of N. E. 122nd Avenue. The overall length of the project is 1.07 miles, and the net length of the project is 0.98 mile.

The remainder of the prospectus as per original.

February 8, 1957

cc W. C. Williams
Forrest Cooper ✓
G. S. Paxson
Tom Edwards
A. G. Skelton
James Don
Fred Fowler
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
Ray Webber (2)

NOTED
FORREST COOPER



RECEIVED
JAN 10 1957

1-3-57

FOR FILING

LOCATION PROSPECTUS
N.E. 102ND AVENUE TO N.E. 122ND AVENUE SECTION OF N.E. GLISAN STREET
MULTNOMAH COUNTY

5008

The following prospectus is submitted regarding the N.E. 102nd Avenue to N.E. 122nd Avenue Section of N.E. Glisan Street, (F.A.S. 638) in Multnomah County. The terminal points of the project are as follows: The westerly terminus is N.E. 102nd Avenue, said street is the easterly end of the N.E. 92nd Avenue to N.E. 102nd Avenue improvement of N.E. Glisan Street made by Multnomah County; the easterly terminus is N.E. 122nd Avenue. The overall length of the project is 1.0 mile.

This is a County F.A.S.-C project for widening and resurfacing this section of N.E. Glisan Street, and is a major street improvement in a suburban area east of Portland.

The route follows N.E. Glisan Street and was selected by Multnomah County. No reconnaissance has been made. Routine soils investigation will be made during the course of the survey. The lack of storm sewers in this area constitutes a drainage problem. Multnomah County Officials recommend the construction of inlets which will lead into sumps. The soil is gravelly and sump construction has been used before; however, there has been some clogging after a period of years. Investigation should be made to determine an adequate design. The need for an economic analysis is not anticipated.

The 1955 ADT is 5,000, the projected 1975 ADT is 10,000. This is a County Road to be built to Class "A" City Street standards. There is a maximum grade of 2% on this section that is tangent throughout. The road-bed section will be four 11-foot running lanes with 9-foot shoulders and a 4-foot median area. The entire shoulder area, on each side, is to be paved full depth. The tentative base design by Ray Webber is:

Crushed Base	14"
Leveling Course	1½"
Asphaltic Concrete	3½"
Total	19"

The estimated rise and fall of 25 feet is not changed. There is no central angle.

This is to be an unrestricted access section with all connections "at grade". There are no railroad, river, or stream crossings involved.

Material sources are expected to be existing commercial plants or previously prospected pits. No haul roads should be necessary.

Agreement with Multnomah County will be necessary. The existing facility will be utilized as a portion of the new facility.

There are no State parks in this area.

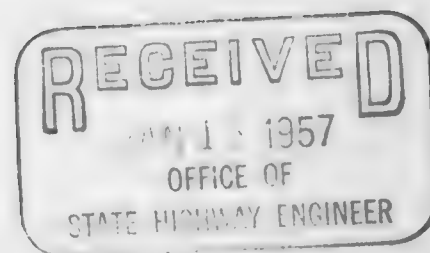
NOTED
FORREST COOPER

January 3, 1957

LOCATION PROSPECTUS
N. E. 102ND AVENUE TO N. E. 122ND AVENUE SECTION OF N. E. GLISAN STREET
MULTNOMAH COUNTY

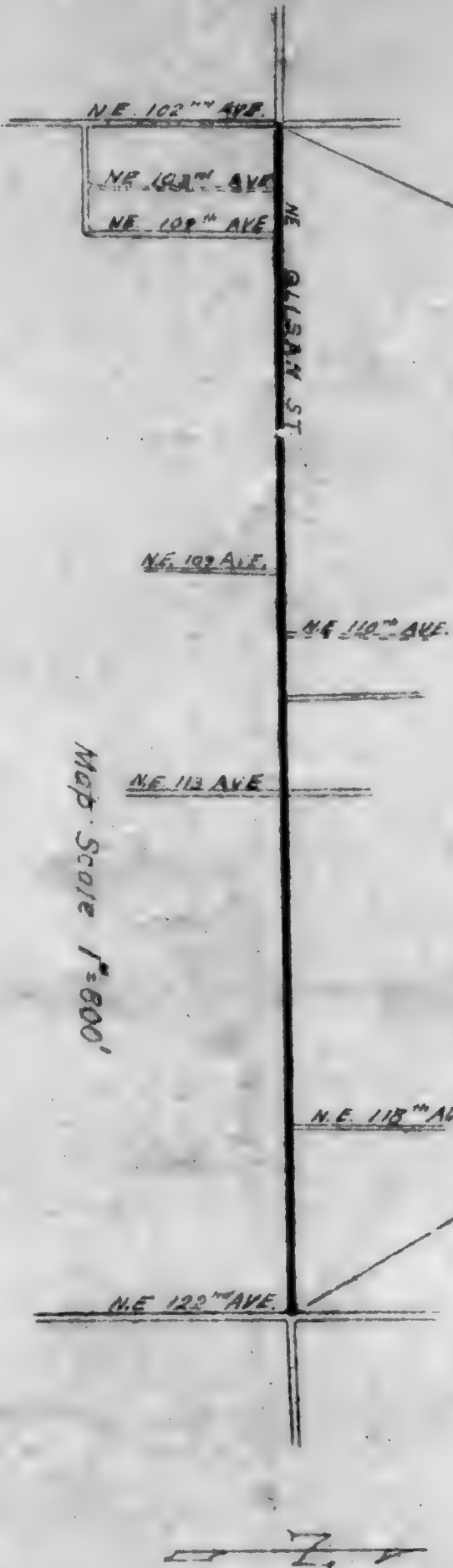
Attachment

cc W. C. Williams
 Forrest Cooper ✓
 G. S. Paxson
 Tom Edwards
 A. G. Skelton
 James Don
 C. H. Armstrong
 D. J. Barbee
 Jay Blair
 F. B. Crandall
 R. C. Edgerton
 Frank Hall
 John W. Nash
 C. G. Polk
 R. L. Porter
 S. H. Probert
 P. M. Stephenson
 C. G. Swenson
 Ray Webber (2)
 F. T. Fowler

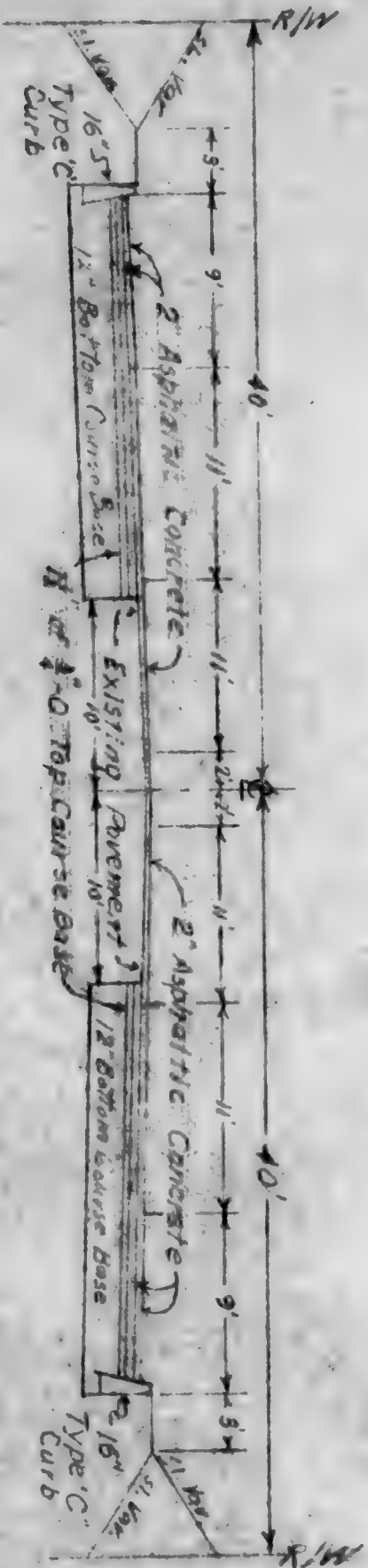


Sta. 26+88.62
START OF PROJECT

Sta. 79+120.5
END OF PROJECT



Map Scale 1"=800'



SKETCH MAP

Showing
Proposed Survey

FAS 638, N.E. GILSAN ST.

Multnomah County

James Den, Resident Engineer Dec. 1936

[illegible]

Cont. acc 5009
A-337(1)

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED

Harold C. Ayers

NOTED

John R. Nagelmann

William County
Canton, Oregon
Attn: County Court

Invoice No. 56552

Date July 22, 1958

Your Req. No.

Billing Request No. cc 407

Credit Distribution: 511-1021-297

Final billings: Radar Station-Condon Junction, PAS 719, and Sealing County Roads.
Covered by agreement dated 8/1/57.

Original advance deposit	14,000.00	
Less amount previously transferred	<u>10,000.00</u>	
Balance		4,000.00
Plus amount retained on CC 408		<u>52.90</u>
		4,552.90

County share total cost as per attached statement	14,104.41	
Less amount previously transferred	<u>10,000.00</u>	
Balance in advance deposit fund		4,104.41

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$

By

NOTED
Harold C. Ayers

July 22, 1958

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Radar Station-
Condon Junction section of FAS 719 (including resealing county roads)
and the Rock Creek and Thirty Mile Creek Bridges on FAS 720 and 714.

As per the attached cost statements a balance of \$104.41
is due the state for the Radar Station-Condon Junction section and
a refund of \$552.90 is due the county for the Rock Creek and Thirty
Mile Creek Bridges, leaving a balance of \$448.49 due the county.
This amount will be refunded by means of a check from our accounting
division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed 9/18/57

ITEMIZED STATEMENT OF FINAL COSTS

County Gilliam

Contract No: 9009

Date 7/21/58

FAS 719 and co. rds. Section Radar Station-Condon Jct. & County Roads Sealing

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement - - - - -				\$19,792.62
Construction Engineering - - - - -				<u>886.05</u>
TOTAL COSTS - - - - -				\$20,678.67
COST OF RADAR STATION-CONDON JCT. SECTION, FAS 719- - - - -				<u>8,349.73</u>
COST OF SEALING COUNTY ROADS - - - - -				\$12,329.54
FEDERAL FUNDS COLLECTED FOR FAS PROJECT - - - - -				\$ 4,800.00

AGREED COUNTY SHARE

FAS Project: 50% of difference between total cost and federal funds collected.

$(\$8,349.73 - \$4,800) \times 1/2 = \$1,774.87$

Co. Rds. Sealing: 100% of costs. = \$12,329.54

TOTAL COUNTY SHARE - - - - - \$14,104.41

County Share Total Cost \$14,104.41
Less County Advance Deposit 14,000.00

BALANCE DUE STATE - - - \$ 104.41

JPH:ma

1957

To J. C. COMPTON CO.

Dr.

Postoffice address: Hollisville, Oregon

Work done to **September 18, 1957** Contract No. **5009**

Prefix No. **511-1021-301(41)**

Estimate No. 2 Final

[illegible]

Contract No. 200

Estimate No. 2 Final

OFFICE ENGINEER

RECEIVED

W. C. Williams

February 10th, 1958

FOR FILING

Radar Station-Condon Jet. Section
Contract #5009

FINAL COST ANALYSIS

Oiling

J. C. Compton Company
Keats Oliver, Resident Engineer

NOTED

W. C. WILLIAMS

Seales Road
Prefix 511-1021

Item
5009
Preparation of Base

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	14.4	Mile	\$75.00	\$47.69	\$ 686.80	\$ 1,080.00
Haul and Place 3/4"-0 Mat'l. in Binder Course	183	Cu. Yd.	0.90	1.16	213.37	164.70
Hauling Aggregates	6,152.5	Yd. Mi.	0.16	0.21	1,305.49	984.40
Placing "	3,260	Cu. Yd.	0.70	0.91	2,956.31	2,282.00
MC-2 Asphalt	40.06	Ton	46.00	41.03	1,643.92	1,842.76
120-150 Asphalt	264.3	"	45.00	39.06	10,325.05	11,893.50
RS-1 Asphalt	21.89	"	47.00	40.52	887.02	1,028.83
PA #1, Sprinkling	204	M/Gal.	2.00	2.91	593.66	408.00
Force Account (State Participation of Flagging)					<u>108.43</u>	<u>108.43</u>
					\$18,720.05	\$19,792.62

Gross Revenue \$19,792.62

Total Cost 18,720.05

Net Profit \$ 1,072.57

Net Profit Equals 5.41% of Gross Revenue

Detail of Cost

Labor:

Labor and Supervision	\$3,006.15	
Labor Insurance	323.59	
Health and Welfare	<u>70.66</u>	\$ 3,400.40

Equipment Rental and Misc. Supplies:

Equipment Rental, Owned	\$1,907.69	
Gas, Oil and Grease	577.76	
Fuel (Flame)	17.20	
Move In	587.19	
P.U.C.	127.72	
Small Tools and Misc. Supplies	35.24	
Bond	98.98	
Home Office and General Overhead	<u>191.58</u>	3,543.36

Materials:

MC-2 Asphalt	40.06 Ton at \$29.25	\$1,171.76	
120-150 Asphalt	264.3 " " 27.00	7,136.10	
RS-1 Asphalt	21.89 " " 28.80	630.43	
Freight on Asphalt		<u>2,838.00</u>	
			<u>11,776.29</u>
Total Cost			\$18,720.05

Remarks:

This was a "Federal Aid Secondary Project" consisting of the construction of 1.7 miles of Type O-11 oil mat wearing surface including binder course on the Radar Station-Condon Junction Section of the Seales Road in Gilliam County and the construction of Type O-30 oil mat wearing surface on the following units of county roads in Gilliam County: Unit "A", Seales Road, 3.3 miles; Unit "B", Alville Road, 2.7 miles; Unit "C", Wehrli Canyon Road, 4.1 miles; and Unit "D", Ramsey Canyon Road.

This project was bid July 18th, 1957, awarded August 8th, 1957 and completed September 18th, 1957.

The contractor started work on this project September 8th, hauling water and working the base previously placed on Seales Road by the County. Additional fines were added by the County in order to set the base prior to the contractor's placing of the O-11 oil mat wearing surface.

The oiling of Wehrli Canyon and Ramsey Canyon roads was started and completed September 11th; the O-11 oil mat on Seales Road and the O-30 oil mat on Alville Road were placed on the 12th. The contractor returned and placed the O-30 on Unit "A", Seales Road. The final seal on the O-11 was placed and completed the following Wednesday.

The entire process by the contractor was handled with speed and efficiency.

The higher costs over the bids on Items 2, 3 and 4 are reflected in the movement of equipment back and forth between various units of the project. Had it not been necessary to add material to and process the base of 1.7 miles of base on Seales Road, one or two moves could have been eliminated. The contractor also did some oiling for the City of Condon. A portion of the costs of this project is possibly incorporated in the movement costs and these costs are difficult to isolate.

The price of water, as bid on Price Agreement #1, was based on a water supply at the Radar Station. The supply of water became limited at the station so that it was necessary to obtain water from the City of Condon. The length of haul was increased by $4\frac{1}{2}$ miles, thus increasing the cost of water. To obtain enough water on the base, it was necessary to use two water trucks. With both vehicles being used overtime, the cost of this item was increased further.

On the whole, the contractor made a small profit, which was made on the preparation of base and the asphalts.

M. N. Juve
Chief Cost Analyst

By . . Gordon K. Hanson

Detail of Cost

Labor:

Labor and Supervision	\$3,006.15	
Labor Insurance	323.59	
Health and Welfare	<u>70.66</u>	\$ 3,400.40

Equipment Rental and Misc. Supplies:

Equipment Rental, Owned	\$1,907.69	
Gas, Oil and Grease	577.76	
Fuel (Flame)	17.20	
Move In	587.19	
P.U.C.	127.72	
Small Tools and Misc. Supplies	35.24	
Bond	98.98	
Home Office and General Overhead	<u>191.58</u>	3,543.36

Materials:

MC-2 Asphalt	40.06 Ton at \$29.25	\$1,171.76	
120-150 Asphalt	264.3 " " 27.00	7,136.10	
RS-1 Asphalt	21.89 " " 28.80	630.43	
Freight on Asphalt		<u>2,838.00</u>	
			<u>11,776.29</u>

Total Cost	\$18,720.05
----------------------	-------------

RECEIVED
NOV 25 1957

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 19, 1957

FOR FILING

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5009

2 Final

J. C. Compton Company

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

2609h

#196765

\$ 593.73

11-18.57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. T. de Chapuecke
ACCOUNTING DIVISION

Specified completion Date: 25 workdays from Aug. 26, 1957

Time Extensions: None

Completion Date: Sept. 18, 1957

Date Accepted: Oct. 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOV 21 1957

bc

NOTED ON CARD

AM

Contract No 5009

Monthly Transaction No. RECEIVED Project Report No. 1957 FOR FILING	R-2 U.S. DEPARTMENT OF COMMERCE (5-20-57) BUREAU OF PUBLIC ROADS FEDERAL-AID PROJECT AGREEMENT 11-13-57	State Oregon County Clatsop Project No. 8-337(1)
---	---	--

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Junction with FAS 378 west 1.7 miles (Radar Station-Condon Jct. Section) (a county road).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4/3/57	1.7
Other (Specify)		

FUNDS	
Estimated total cost of project \$7,872.15	Federal funds \$ 4,800.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Charles H. Rymer</u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u>[Signature]</u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>C. J. Folk</u> Division Engineer Date executed by Division Engineer <u>November 13, 1957</u> RECOMMENDED FOR APPROVAL: <u>[Signature]</u> STATE HIGHWAY ENGINEER
--	---

USComm-DC 11169

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Radon Station, Section Junction Section
Cotton*

NATURE OF WORK:

Drilling

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5009 5009 J. C. Compton 8-8-57

DATE OF COMPLETION:

Completed: 9-18-57

Accepted: 10-1-57

REMARKS:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 9, 1957

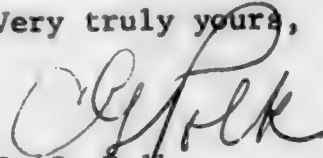
Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

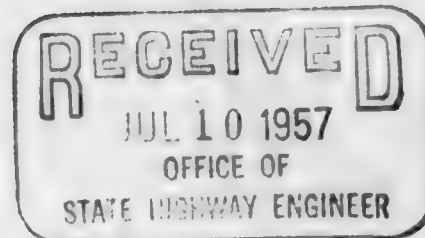
Dear Sir:

Reference is to your July 8, 1957 letter requesting Bureau approval of the use of County furnished crushed materials on Project S-337(1), Radar Station-Condon Junction Section in Gilliam County. It is to be a non-participating item and involves only 1230 cu. yds.

These County furnished materials are approved for use on the condition it meets your governing specifications.

Very truly yours,


C. G. Polk
Division Engineer



RECEIVED
NOV 6 1957

FOR FILING

Nov. 6, 1957

CERTIFIED MAIL

Glenn Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 5009 for oiling on the Radar Station-Cordon Jct. Section of the Seales Road in Gilliam County was completed by the contractor, J. C. Compton Co., on Sept. 18, 1957, and was formally accepted by the Highway Commission on Oct. 1, 1957.

Final payment in the amount of \$593.78 will be released to the contractor on or after Nov. 16, 1957. The total contract amount is \$19,792.62, of which amount \$108.43 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD

[Signature]

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 21, 1957

Section Radar Station - Condon Jct. Kind of work Oiling
 Highway Seales Road County Gilliam Section prefix 511-1021
 Contractor J. C. Compton Co. Contract number 5009
 Date of contract August 8, 1957 Specified work days 25
 Date work started September 8, 1957 Work days used 17
 Project authorization \$ 20,530.13 Per cent of time elapsed 68 %
 Exclusive of engineering \$ 19,070.21
 Estimated cost of completed project, exclusive of engineering \$ 19,828.64
 Estimated per cent overrun or underrun plus 4 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 1,459.92
 Engineering cost to date \$ 753.70 51.6 % Date project was completed September 18, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday was the last day for Res. Eng'r C. E. Hall, who has resigned and

I took over this project on Tuesday.

Final seal was shot on the Seales Road on Tuesday which completed ~~the~~ all the oiling. Seales Rd. was broomed on Wed. after which all Equip. was removed from the job.

Mr. Bickmore was over the project on Wed.

Semi-final estimate is being held pending return of Price Agreement No. 1

Final Report

RECEIVED

NOTED Ey B

Signed Keats Oliver

Address Keats Oliver, Box 355, Condon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				14.4	
Miles partially completed					
Miles completed				14.4	
Total estimated quantities (contract)				304	
Total quantities corrected to date				330	
Estimated quantities moved or placed to date				330	
Average daily quantities				60	
Average daily quantities necessary to complete project on time				0	
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				24	

Men

6

Supervision

3

Men and trucks under 3 tons

Men and trucks over 3 tons

10

Men and tractors

5

Equipment used during week: Shovels 2, Power graders 2, Rollers 2, Mixers , Crushing or screening plants

Compressors , Bulldozers , Compaction rollers , Loader 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	Rain		
Thursday	Fair		
Friday	"		
Saturday			

RECEIVED
AUG 21 1957

FOR FILING

5007

Salem, Oregon
August 20, 1957

Radar Station-Condon Junction
Contract No. 5009
Prefix 511-1021

A. F. Parson
Division Engineer
La Grande, Oregon

Your attention is called to the Radar Station-Condon Junction Oiling Project in Gilliam County. As you know, there are five separate units of county roads involved in this contract. The Radar Station-Condon Jct. Unit is a FAS County Road Project and will be financed by FAS funds, while the other four units are to be financed 100 per cent by Gilliam County. In order to furnish the county court with an itemized statement of the total cost involved in the oiling of the four county roads it will be necessary to split the engineering costs as well as contract item costs. The contract items will, as usual, be split on the monthly estimates.

It will not be necessary to split the engineering by each of the four units; only a total for the four units will be required. Will you please furnish us with such a split on engineering cost in order that an itemized statement may be prepared and presented to the county upon completion of the contract.

S. H. Probert
Office Engineer

SHP:ia

cc: Resident Engineer
Clarence Swenson

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 13, 1957

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

Gentlemen:

Contract No. 5009 has been awarded to J. C. Compton Co.
for oiling of the Radar Station-Condon Junction Section of FAS 719
and for sealing other county roads. A copy of the contract will be
forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
AUG 12 1957

FOR FILING

8-337-5
5009

August 12, 1957

J. C. Compton Company
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957 awarded to you State Highway Contract No. 5009 for oiling on the Radar Station-Condon Junction Section of the Seales County Road in Gilliam County.

This award was based on your bid of \$18,149.00 which was the low bid submitted to the Commission on July 18, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
AUG 9 1957

FOR FILING

L-337-11
5009

Salem, Oregon
August 5, 1957

Maint. # 320
Finance # 171

FAS Project Agreement
FAS 719, Gilliam County

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Gilliam County covering the Radar Station-Condor Junction Section of FAS 719 in Gilliam County.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Gilliam County.

Secretary

rn
Attach: 5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 23, 1957

SUBJECT: FAS Project Agreements
FAS 719, Gilliam CountyTo: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Radar Station-Condon Junction Section of FAS 719 in Gilliam County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

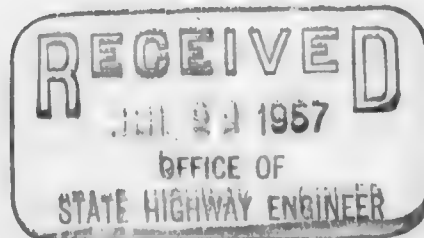
This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
John D. Graham

Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 36
W. H. Hearn



INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Invoice No. 51606

Date July 23, 1957

Your Req. No.

Billing Request No. cc 343

Credit distribution: 511-1021-297

Gilliam County
Condon, Oregon

Attn: County Court

NOTED
V R JONES

Advance Deposit

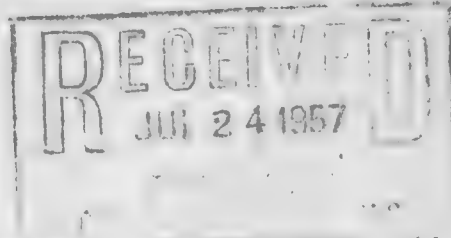
14,000.00

Partial transfer county's share total cost.
Radar Station-Condon Junction, FAS 719, and seal coat on
county roads, covered by agreement dated July, 1957.

10,000.00

To be retained

\$4,000.00



ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 90055

Cash Received with Request: \$.....

By


NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 24, 1957

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of \$14,000 in connection with the Radar Station-Condon Junction Section of FAS 719 and seal coats on county roads. A contract will be awarded for this project at the regular Highway Commission meeting August 8 and 9.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mmm

NOTED
C. G. SWENSON

NOTED
V. R. JO

NOTED
Harold C. Ayers

Salem, Oregon
July 22, 1957

Mr. S. H. Probert
OFFICE

Radar Station-Condor Jet., FAS 719
County Road Seal Coats
Gilliam County

NOTED
John F. Hagemann

We have received Gilliam County's advance deposit of \$14,000 in connection with the subject named project and it is clear for award of a contract at the regularly scheduled Highway Commission meeting on August 8 and 9.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:nva

cc: G. S. Paxson

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 19, 1957

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

Gentlemen:

On July 18th a satisfactory bid was received from the J. C. Compton Company of McMinnville for constructing the Radar Station-Condon Junction Section of FAS 719 and sealing of county roads. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

	FAS Project	County Project
Bid Items - - - - -	\$7,056.50	\$11,092.50
Flagging - - - - -	100.00	--
12-1/2% Engr. & Contingencies	894.57	1,386.56
ESTIMATED TOTAL COST - - - -	\$8,051.07	\$12,479.06

COUNTY ADVANCE DEPOSIT:

20% of FAS Project	\$ 1,610.21	
100% of County Project	12,479.06	
TOTAL - - - - -	\$14,089.27	- or say \$14,000

Please make this deposit by means of a warrant or check in the amount of \$14,000 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be awarded at the regular Highway Commission meeting on August 8 and 9.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JFH:mm

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
July 23, 1957

NOTED
V R JONES

FAS Project Agreements
FAS 719, Gilliam County

Mr. G. S. Paxson
OFFICE

NOTED
John F. Hagemann

Attached are three copies of a finance agreement covering the Radar Station-Condon Junction Section of FAS 719 in Gilliam County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on December 17, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mmm
Att.

NOTED
C. G. SWENSON

7-12-57
RESOLUTION

OREGON PROJECT 8-337(1)
PAS 719

WHEREAS, a county road in Gilliam County, State of Oregon, known as the Seales County Road, is routed through the County of Gilliam, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Gilliam County, the section adopted for improvement being more particularly described as follows; to wit:

From the radar station entrance road easterly to PAS 378, a distance of 1.7 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Gilliam will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Gilliam County, Oregon, that no encroachments will be permitted on the county road known as the Seales County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Gilliam County, Oregon, this 12 day of July, 1957.

By:

County Judge Jack Burns

County Commissioner Les Barnett

County Commissioner Alvin Kistner

ATTEST:

James Ogilvy
County Clerk

RECEIVED
JUL 9 1957

FOR FILING

July 8, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We refer to the Radar Station-Condon Junction Section in Gilliam County, Secondary Project 3-337(1).

Gilliam County is operating a crushing plant near the north end of this project and has offered to furnish the crushed materials for Project 3-337(1) as a non-participating item. The quantity involved is 1,230 cubic yards.

The county's purpose in this is to avoid the comparatively high price that will have to be charged by the contractor if he is required to bring in equipment and set up a crushing plant for so small a quantity.

May we have your approval of this means of providing crushed materials for this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 3, 1957

NOTED
John R. Nagemann

Gilliam County Court
Courthouse
Condon, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Radar Station-Condon Junction Section of FAS 719 upon which bids will be received July 18th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is \$9,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. In addition to the FAS project the contract will include placing a seal coat on 12.7 miles of county roads as per the county's request. The estimated cost of this 12.7 miles of seal coat is \$14,500 and the entire cost of same is to be borne by the county. Please treat the above estimates as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. These signed copies should be accompanied by a letter signed by the Court advising that the county will pay the entire cost of the construction of the 12.7 miles of type O-30 seal coat and will make this payment by means of an advance deposit based on the low bid received plus 12-1/2% for engineering and contingencies with the understanding that this deposit will be adjusted to reflect actual costs when actual costs are available. All documents should be mailed so as to arrive in Salem not later than July 15th.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

By: C. G. Swenson
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
Harold C. Ayers

Memo to J. W. Nash

March 12, 1957

FAS 719, Gilliam County
Radar Station-Condon Junction Section

From the entrance road to the radar station east of Condon, westerly to the junction of FAS 719 with FAS 378.

Construct a type O-11 oil mat wearing surface 20' in width. Gilliam County is presently reconstructing this section of road by reshaping ditches and shoulders and placing additional base material on the existing oil mat wearing surface which has not stood up. The county will also furnish required oil aggregates and place 4' shoulders without Federal cooperation.

Normal right-of-way width: 60'

Project length: 1.7 miles

Funds:	Federal	\$ 6,000
	State	2,000
	County	2,000
	Total	\$10,000

The existing road within the limits of the project is an 18' wide oil mat wearing surface with 7' shoulders. This oil mat is badly deformed and has required heavy maintenance expenditures. The county is presently placing 4' to 6' of additional crushed base rock over the existing roadway. The existing road adjacent to the west end of the project is a type O-9 oil mat wearing surface 18' in width with 3' shoulders. This mat has had minor spot breakage and is to be resealed during 1957 which should place it in good condition.

No substandard existing alignment and grade.

No major structures.

No railroad crossings.

No airfields.

No water development.

No FAS route addition or revision.

The road to be surfaced was originally designed and constructed by the U.S. Army and was properly engineered as far as grade and alignment are concerned. The placing of base material, shoulder rock, and furnishing of all aggregate by the county will be done in accordance with approved highway department standards.

FAS 719 serves as an access road to the Condon Radar Station and also serves a large wheat and cattle raising area west of Condon. It is a school bus and mail route.

JFH:mmm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED

Harold C. Ayers

Salem, Oregon
March 5, 1957

Mr. Tom Edwards
OFFICE

Radar Station-Condon Jet. Section
FAS 719 plus seal coats on four
sections of county road
Gilliam County

J. F. HAGEMANN

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

The seal coat for the four sections of county road are to be paid for entirely by the county and are being combined with the FAS project in order to make a more attractive contract. The county is to furnish all required aggregates in stockpile at no cost to contractor. In accordance with Mr. Bickmore's letter, production of this rock is not expected to be completed prior to July 1st so it is suggested this job be scheduled for the July letting.

Please advise this office of the estimated cost for this work when the quantities and unit prices have been reviewed. The estimate should be carried in two parts - one for the FAS project and one for the seal coats.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: V. G. O'Neill
Frank Hall

NOTED
JOHN D. GRAHAM

NOTED
G. SWENSON

2-12-56
12-18-56

NOTED
Harold C. Ayers

December 18, 1956

Gilliam County Court
Courthouse
Condon, Oregon

Gentlemen:

On December 17 the Highway Commission approved the FAS project in Gilliam County as shown in the attached tabulation. The project as described is believed to conform with your request. This work will be under the supervision of our division office in La Grande.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
J. F. HAGEMANN

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

40-711

GILLIAM COUNTY
PROPOSED PROJECT

FAS 719 - Radar Station-Condon Junction Section, Approximately 1.7 Miles, \$10,000. This section extends from the entrance road to the radar station east of Condon, westerly to a junction with FAS 378 (Wasco-Heppner State Highway).

The proposed project is to place an O-11 with binder 20' in width on the base and leveling course prepared by Gilliam County and using aggregate furnished by Gilliam County at no cost to the contractor. Gilliam County will also place shoulder rock.

In order to obtain a contract of sufficient size to attract bidders, Gilliam County has also requested that we include in our FAS contract an O-30 seal coat on oiled sections of four other county roads. The county would pay the entire cost of these seal coats from county funds by making an advance deposit at the same time as the deposit for the FAS project. The sections of road involved are:

Seales Road - 3.3 Miles

From the west end of the proposed FAS project, westerly to the end of the existing oil mat.

Alville Road - 2.7 Miles

From the junction of the Wasco-Heppner State Highway, northwesterly to the end of the existing oil mat.

Wehrli Canyon Road - 4.1 Miles

From the John Day Highway southwesterly to the end of the existing oil mat.

Ramsay Canyon Road - 2.6 Miles

From the John Day Highway northeasterly to the end of the existing oil mat.

Total Miles: 12.7

The county plans to crush out and stockpile the rock required for the above seal coats adjacent to the respective sections of road.

RECEIVED
JAN 1 - 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

December 30, 1957

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5010

3 Final

A. E. Fitzgerald

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

29912

H200555

\$ 1,229.96

12/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb

ACCOUNTING DIVISION

Specified completion Date: 60 workdays from Aug. 22, 1957

Time Extensions: None

Completion Date: Nov. 5, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-30-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 2 1958

EPH.

NOTED ON CARD

[Signature]

RECEIVED
DEC 24 1957

FOR FILING

Dec. 23, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5010 for Stinkingwater Mountain Sand Shed in Harney County was completed by the contractor, A. E. Fitzgerald, on Nov. 5, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of \$1,229.96 will be released to the contractor on or after Jan. 2, 1958. The total contract amount is \$12,838.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 12 1957

FOR FILING

5-5-57
5010

August 12, 1957

A. E. Fitzgerald
329 Roger Street
Klamath Falls, Oregon

Dear Mr. Fitzgerald:

The State Highway Commission on August 8, 1957 awarded to you State Highway Contract No. 5010 for construction of the Stinking-water Mountain Sand Shed on the Central Oregon Highway east of Burns in Harney County.

This award was based on your bid of \$12,976.00 which was the low bid submitted to the Commission on July 19, 1957 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
AUG 13 1957

FOR FILING

15-3251
5010

Salem, Oregon
August 12, 1957

Stinking Water Mountain
Sand Shed

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

I am returning the Order for State Force Work covering the grading of the site of the Stinking Water Mountain Sand Shed. No information was at hand in this office when the contract was advertised and no allowance was made for this grading. In view of this, any state force order charged to the contract would overrun the authorization sufficiently to require further Commission action.

Mr. DeFrance is handling this grading from a separate fund and will supply the necessary work orders.

G. S. Parson
Assistant State Highway Engineer

CC: P
Enc.

cc Mr. W. C. Williams
Mr. P. M. Stephenson
Mr. I. A. DeFrance/w. and.
Mr. Enrique Rodriguez

RECEIVED
JUN 13 1957

FOR FILING

13-3251

5010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 4, 1957

SUBJECT: Proposed Sand Shed - M.P. 165.2
Central Oregon Highway #7

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

We have an item in the 1957 budget to construct a sand shed on the Central Oregon Highway, 60' x 95' of standard construction for light snow load and with a capacity of 1700 cu. yds., Bridge Department Drawing #12771.

Mr. McComb's suggested location for the sand shed is as shown on the attached sketch map. We attach a set of pictures taken by Mr. McComb. We suggested to Parson that the sand shed be moved closer to the highway somewhat as shown on the map, inasmuch as pictures 6 and 9 indicate the location practical. Mr. Parson agreed to look the site over this week and give us a final decision on the location.

The budget item was \$14,000 and the cost of a similar sand shed at Seneca was \$13,900 in May of this year.

I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl
Enclosures

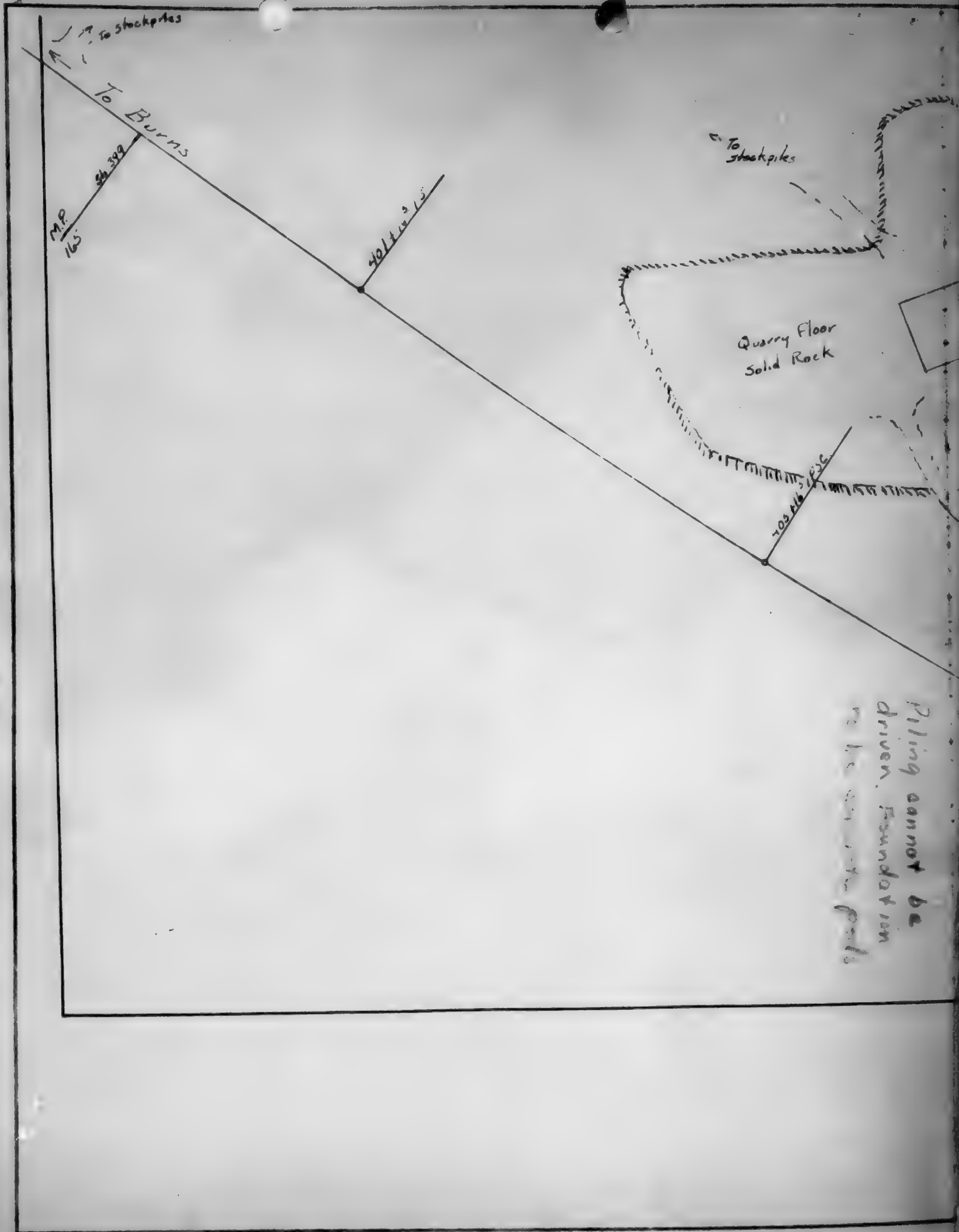
APPROVED 6-12-57

W. W. Stiffler

Assistant State Highway Engineer

*Copy Referred to
M. Stephenson*

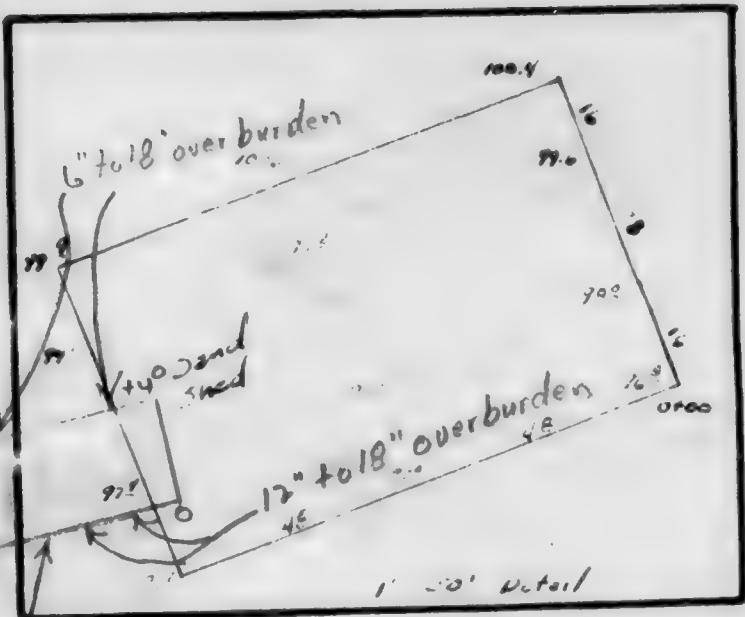
NOTED
W. W. STIFFLER



NW 1/4 NE 1/4 Sec. 23 T.21S. R.34E.

600' RR pile in Rock
Assumed Elev. 100.00

Edge of Existing Quarry
Excavation



Final Loc
A.P. 6-5-57

State forced to grade
site and make fill
around outside road

To Junction

10435
24' Center

M.P. 165.2

APPROVED 6-12-57

[Signature]

Assistant State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT	
Proposed	Sand Shed Location
Approved Q-742	Quarry & Stockpile Site
Highway	Central Oregon
County	Harney
Scale 1" = 100'	Date 1-10-57
1" = 3000'	IR-2-757

APR • 57



APR • 57



APR • 57



APR • 57



From Same position as (#2)
East
No. 1. Looking ~~to the~~ toward
entrance of quarry

From East bank
of Quarry looking west
(#4)

N.W. End of proposed #1
Site.

(#3)
From Same position as
#1 toward South

E25514



APR . 57



APR . 57



APR . 57



APR . 57

From East entrance
 of Quarry, looking N.W.
 at proposed site for
 shed.
 (#5)

From same position
 as #5 Looking East
 over haul road to
 Quarry.
 (#6)

From same position
 as #5 looking at
 S.W. Side of Quarry
 (#7)

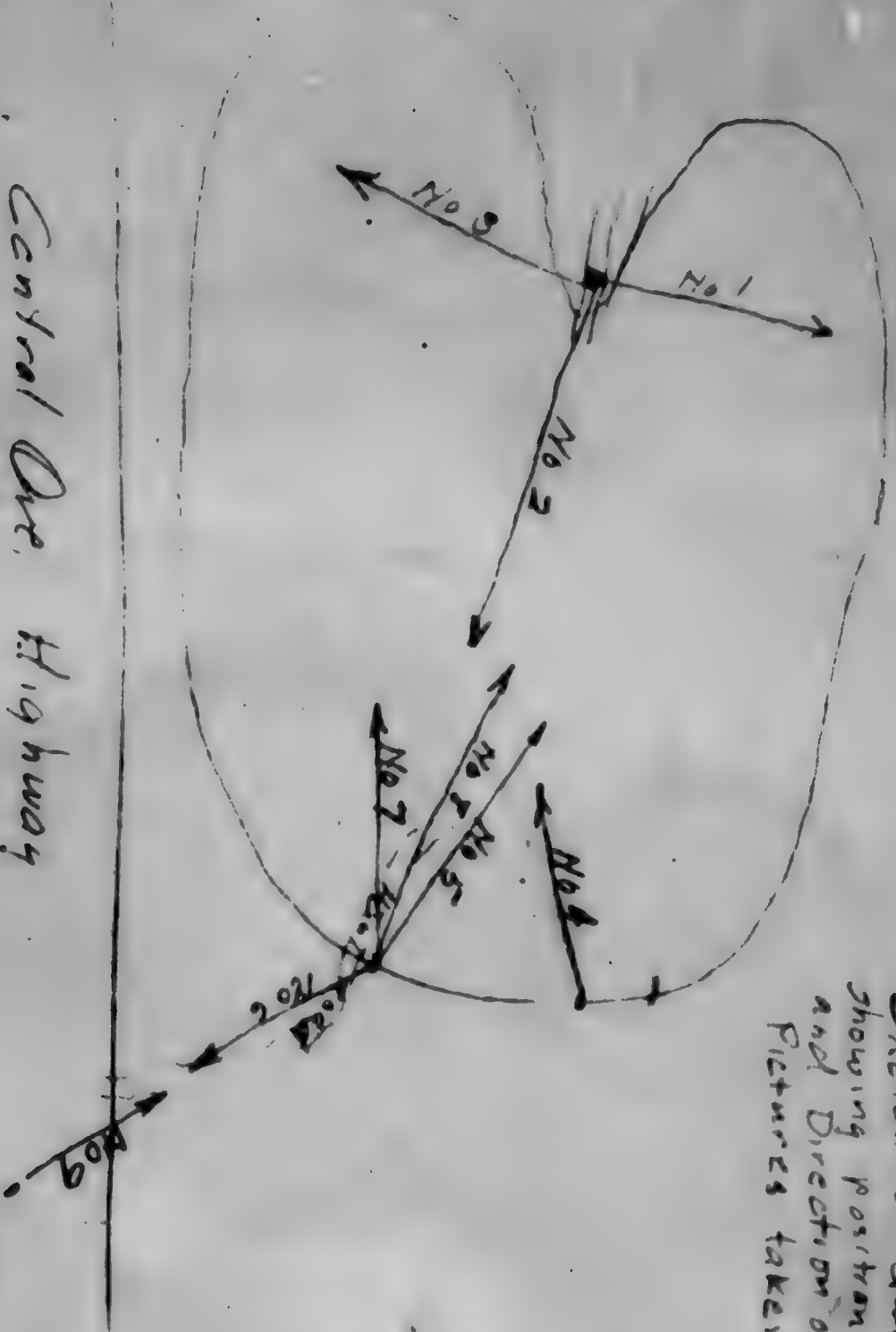
From same position
 as #5 looking at split
 on west side of Quarry.
 Showing proposed site
 of shed on right.
 (#8)



APR 57

(#9)
From Highway & over
haul road to Quarry.

Sketch of Quarry
showing position
and Direction of
Pictures taken



(1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)

RECEIVED
JAN 3 1958

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 24, 1958

FOR FILING

(CONTRACT NO.)

5011

(VOUCHER NO.)

1075

(EST. NO.)

4 Final

(WARRANT NO.)

H202466

(CONTRACTOR)

J. O. Young & Sons

(AMOUNT)

(DATE)

\$4,072.43

1-23-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **100 workdays from Aug. 22, 1957**

Time Extensions: **None**

Completion Date: **Dec. 20, 1957**

Date Accepted: **Jan. 16, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Jan. 24, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: **JAN 24 1958**

GRW.

NOTED ON CARD

lm

RECEIVED
JAN 13 1958

FOR FILING

5011

Jan. 10, 1958

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Teon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5011 for Eagle Creek Bridge on the Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County was completed by the contractor, J. O. Young & Sons, on Dec. 20, 1957, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$4,072.43 will be released to the contractor after acceptance by the Commission. The total contract amount is \$38,785.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

[Signature]

RECEIVED
AUG 12 1957

FOR FILING

511

August 12, 1957

J. O. Young & Sons
Box 42 -- 211 17th Avenue - North
Nampa, Idaho

Gentlemen:

The State Highway Commission on August 8, 1957 awarded to you State Highway Contract No. 5011 for reconstructing existing steel truss bridge on Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

This award was based on your bid of \$38,785.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

1000

RECEIVED
APR 16 1958

FOR FILING

F-124(10)

5-12

April 15, 1958

From State Highway Commission

Continued:

Orange Creek-Northern Section
Illumination, Contract No. 2000

The contract in the amount of \$2,400 for the illumination on the Orange Creek-Northern Section of SH-102 was awarded to Steck Electric Company on August 8, 1957. The authorization for the project, including estimated expenditures for temporary illumination, was \$2,400. The temporary illumination necessary prior to the installation by the contractor was done by our own crew, and the costs exceeded our estimate by approximately \$500 due to the extra cost of operating a crew in the area nearest route from headquarters.

The project has now overrun in the sum of \$749.22, which is 31.2 per cent of the project authorization. It is recommended that the authorization be increased in the amount of \$750 to a total of \$3,150. The matter will be before you at the next Commission meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc Mr. C. S. Paxon
Mr. S. H. Probert
Mr. Ivan D. Merchant
Mr. C. N. Nelson

GSP:gm hi

RECEIVED
FEB 21 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Feb. 18, 1958

<u>F 124 (10)</u> (CONTRACT NO.)
<u>5012</u> (VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

2 Final
(WARRANT NO.)

Steeck Electric Co.
(AMOUNT)

(DATE)

3037

H204655

\$ 949.03

2/18/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: **80 workdays from Aug. 22, 1957**

Time Extensions: **None**

Completion Date: **Jan. 3, 1958**

Date Accepted: **Jan. 16, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Feb. 18, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 19 1958

Emm.

NOTED ON CARD

Emm.

RECEIVED
FEB 7 - 1958

FOR FILING

5012

Feb. 7, 1958

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 5012 for illumination installation on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County was completed by the contractor, Steeck Electric Company, on Jan. 3, 1958, and was formally accepted by the Highway Commission on Jan. 16, 1958.

Final payment in the amount of \$949.03 will be released to the contractor on or after Feb. 17, 1958. The total contract amount is \$5,423.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: C. M. Pratt, Resident Agent
404 Equitable Bldg.
Portland, Oregon

NOTED ON CARD

elm

Contract No 5012

Monthly Transaction No.	PC 1-2 (5-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
RECEIVED Project Report No. 1957 FOR FILING	FEDERAL-AID PROJECT AGREEMENT 11-13-57		County Curry
			Project No. P-124(10)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Nesika Beach intersection (6.6 mi. north of Wedderburn) and Wedderburn intersection (U.S. 101).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7/23/57	0.0
Other (Specify)		

FUNDS

Estimated total cost of project
\$ 5,965.30

Federal funds
\$ 3,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION

(Official name of Highway Department)

By Charles Reynolds
Chairman, State Highway Commission
(title)

By _____
Member, State Highway Commission
(title)

By [Signature]
Member, State Highway Commission
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By [Signature]
Division Engineer

Date executed by **November 13, 1957**
Division Engineer

RECOMMENDED FOR APPROVAL:

[Signature]
STATE HIGHWAY ENGINEER

USComm-DC 11169

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Nesika Beach and Wedderburn Intersections (Illumination)
Oregon Coast Highway
Curry County*

NATURE OF WORK:

Illumination

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5012 Steeck Electric Co. 8-8-57

DATE OF COMPLETION: 80 Workdays from 8-22-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. F-124(15)

KESIKA BEACH AND WEDDERBURN INTERSECTIONS

(ILLUMINATION) OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salmon, Oregon, September 25, 1957

Item Code Y030

Elimination (Sta. 1038+40 to Sta. 1046+70) (Sta. 1386+25 to Sta. 1389+80)
(Contract No. 5012)

Kesika Beach Connection Illumination	All Required	\$	\$ 3,498.00
Wedderburn Intersection Illumination	All Required		<u>1,925.00</u>
	Subtotal	\$	\$ 5,423.00
	10% Engr. & Cont.		<u>512.30</u>
	Total	\$	\$ 5,935.30

Length of Project 0.00 Mile

Federal Funds	\$ 3,600.00
State Funds	<u>2,365.30</u>
	\$ 5,965.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
June, 1957

SUMMARY OF COST
Illumination Installation
Greggs Creek - Wedderburn Section
US101 - Hwy. No. 9

<u>Location</u>	<u>Estimated Contract Cost</u>
Neelka Beach Connection	\$ 3,700.00
Wedderburn Intersection	2,100.00
	\$ 5,800.00
Engineering and Contingencies	\$ 750.00

Notice 7/2/57
Letting 7/12/57

Oregon State Highway Department

Federal Aid
Project No. F-124(10)

NESIKA BEACH AND WEDDERBURN INTERSECTIONS

(ILLUMINATION) OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 28, 1957

Type Code Y030

Illumination (Sta. 1038+40 to Sta. 1046+70) (Sta. 1386+25 to Sta. 1389+80)

Nesika Beach Connection Illumination
Wedderburn Intersection Illumination

All Required \$3,700.00
All Required 2,100.00

Subtotal \$5,800.00
10% Engr. & Cont. 580.00
Total \$6,380.00

Length of Project - - - - - 0.00 MI.

Federal Funds - - - - - \$3,900.00
State Funds - - - - - 2,480.00
\$6,380.00

RECEIVED
AUG 12 1957

FOR FILING

August 12, 1957

Steck Electric Company
P. O. Box 1243
Medford, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957 awarded to you State Highway Contract No. 5012 for installing mercury vapor lighting units at the Nesika Beach and Wedderburn Connections to the Oregon Coast Highway in Curry County.

This award was based on your bid of \$5,423.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
JUL 27 1957

FOR FILE

F-124(10)

5012 08-35

July 23, 1957

Mr. Polk

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-124(10), Illumination of Nesika Beach Connection and Wedderburn Connection, Oreggs Creek-Wedderburn Section of the Oregon Coast Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

CP

RECEIVED
MAY 23 1957

FOR FILING

F-124 (2)
5012

Salem, Oregon
May 23, 1957

**Nesika Beach and Wedderburn
Interchanges illumination**

**Mr. F. B. Crandall
Traffic Engineer**

Please proceed immediately to get out plans and specifications for a contract job for the illumination of the Nesika Beach and the Wedderburn Interchanges on US101 north of Gold Beach.

In 1956 you made designs for the illumination and you gave a total estimate of \$5,800. We will let this job by contract.

**G. S. Paxson
Assistant State Highway Engineer**

OSP:gm

cc Mr. W. C. Williams

27-304 554 741006 of Grants 1977

RECEIVED
MAY 21 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 15, 1958

17-2404
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5013
(VOUCHER NO.)

7 Final
(WARRANT NO.)

Clyde Hamilton
(AMOUNT)

(DATE)

10634

H212284

\$ 2,104.13

5-15-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 120 workdays from Aug. 22, 1957

Time Extensions: None

Completion Date: Apr. 21, 1958

Date Accepted: May 8, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: May 15, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAY 15 1958
GRW.

NOTED ON CARD
GRW.

RECEIVED
MAY 1 1958

FOR FILING

17-3-4
5713

May 7, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5013 for Grants Pass Office Building in Josephine County was completed by the contractor, Clyde Hamilton, on Apr. 21, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$2,104.13 will be released to the contractor after acceptance by the Commission. The total contract amount is \$25,375.86, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
[Signature]

RECEIVED
AUG 12 1957

FOR FILING

August 12, 1957

Clyde Hamilton
627 N. E. "A" Street
Grants Pass, Oregon

Dear Mr. Hamilton:

The State Highway Commission on August 8, 1957 awarded to you State Highway Contract No. 5023 for construction of an office building at Grants Pass in Josephine County.

This award was based on your bid of \$24,762.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc:

Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAY 16 1957
FOR FILING

17-3404
5013

Salem, Oregon
May 15, 1957

Police and Highway Office
Building at Grants Pass

Mr. P. M. Stephenson
Bridge Engineer

Herewith a map, suggested room arrangement, and Mr. De France's estimate of the cost for a police and highway office building at Grants Pass. The right of way has been acquired and we are authorized to proceed with the design and construction of the building.

I would suggest that you confer with Mr. De France as to room arrangement, as a more suitable one than shown on the attached sketch may be possible.

G. S. Panson
Assistant State Highway Engineer

OSP:gn
Attach.

cc Mr. I. A. De France

RECEIVED
MAY 15 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 14, 1957

SUBJECT: Proposed new Police and Highway
Dept. office bldg. - Grants Pass

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Herewith map showing suggested location of proposed new Police and Highway Department office building in Grants Pass.

The layout includes a driveway loop with 55' radius curves suitable for long trucks that may need to report to the police office. There are offices for three residents and one bridge engineer. We believe the layout meets the approval of the Traffic Department, Landscape Department, Division Office, and Police.

The floor elevation shown is tentative, pending a balancing of excavation quantities. The layout provides a future storage shed with fence, gas pump and yard that can be locked up.

The cost of the proposed building, grading and surfacing driveway and parking area, curbs and sidewalks, well and pump are estimated as follows:

Building	40 x 60 = 2400 x 12	= \$28,800
Plus 12½% Eng. & Contingencies		3,600
Well and Pump		800
Grade & Surface		1,200
Curbs & Walks		600

Total \$35,000

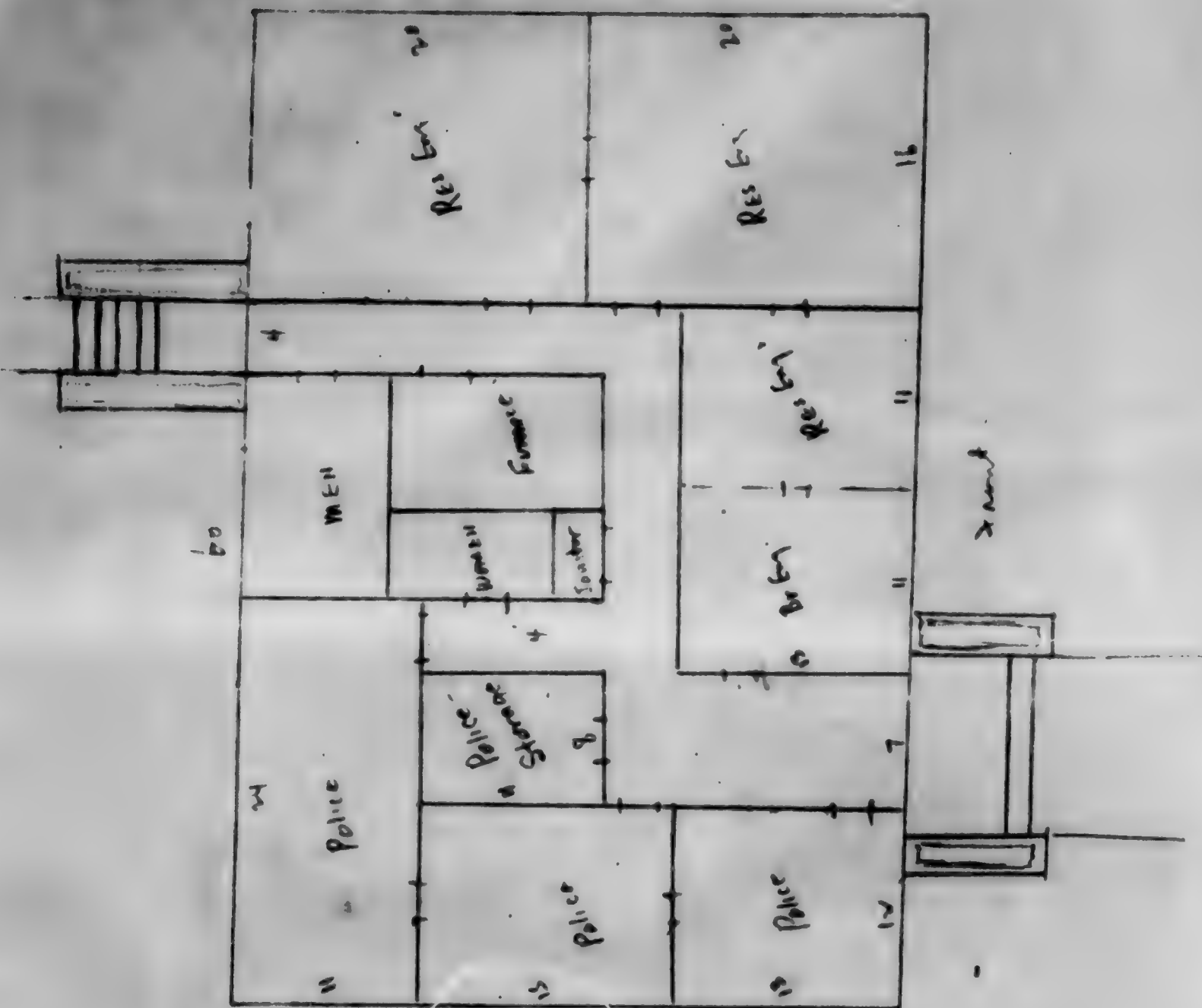
*Approved 5-15-57
Copy Referred to
Mr. Parsons
WWS*

I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD:h1
Enclosure

NOTED
W. W. STIFFLER



Mr. Tol
TAD.
S-14-37
BUILDING
OFFICE
GRANTS
Department of Pass.

RECEIVED
APR 4 - 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 3, 1957

SUBJECT: Grants Pass Building site map

To: Mr. F. D. Morgan
Division Engineer
Roseburg, Oregon

Herewith 3 prints of the Grants Pass Building site map. Also prints of building plans and layout map of Pendleton building constructed 2 years ago, of Sign Department Office to be constructed this year at the Salem Shops, and a proposed building plan for a new Milwaukie Office building in this year's budget.

Please make a study of possible building layout showing drive-ways and parking areas. Several alternate proposals should be studied out and presented for final consideration in the head office. Please attend to this promptly so that location of well can be determined and well drilling started soon and so that designing of building and contracting of the same can be accomplished as soon as possible.


I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl
Enclosures
cc - W. W. Stiffler

NOTED
W. W. STIFFLER

RECEIVED
APR 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

Mar. 21, 1957

SUBJECT: Proposed Office Site at
Grants PassTo E. A. Collier
Maintenance Engineer
Salem, Oregon

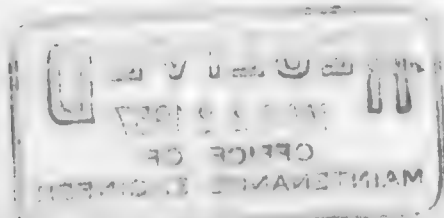
In compliance with a letter written March 13, 1957 addressed to Mr. Lee M. Bowen, Deputy Superintendent, Department of State Police, Salem, Oregon, by Mr. W. W. Stiffler, Assistant State Highway Engineer, regarding the location of a proposed engineer and police office building in North Grants Pass, please be advised that I have contacted Captain Parsons of the State Police in Medford regarding this matter.

In my discussion with Captain Parsons, consideration was given to the two alternatives as mentioned in Mr. Stiffler's letter. These two sites are indicated on the attached sketch map as No. 1 and No. 4, No. 1 being in the vicinity of the present Secretary of States building near Steiger Street and, No. 4 being a triangular area of State-owned property in the vicinity of Morgan Lane in North Grants Pass.

Captain Parsons was most favorably impressed with the possibility of building the proposed office on the area designated as No. 4, his thought being the closer the State Police could get to an interchange giving access to the proposed Pacific Highway would best suit their needs.

I, therefore, recommend that the proposed office building be constructed on State-owned property listed as No. 4 on the attached sketch map.

If you approve of this action, we will proceed with the drawing of a sketch map of the area which will show the contours on this property and permit the Bridge Department to proceed with the designing of this structure.

dls
encl.

F. D. Morgan
F. D. Morgan
Division Engineer

NOTED
W. W. STIFFLER

RECEIVED
MAR 14 1957
FOR FILING

March 13, 1957

Mr. Lee M. Bown, Deputy Supt.
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Sir:

Attached hereto is a print of a sketch map showing a portion of Grants Pass in the northerly part of town between 6th and 9th Streets, which includes a proposed interchange between the newly constructed route of US99 with the proposed one-way couplet connection to the city by way of 6th and 7th Streets.

The plan shows two building sites suitable for the State Police office building proposed for the future. The northerly site, adjacent to Morgan Lane, we own. The other site adjacent to 7th Street, abutting the Secretary of State's office building, would have to be purchased at an estimated cost of \$8,500. In order to utilize all of this site, it would be necessary to carry a drainage ditch across the property in a closed 36-inch conduit estimated to cost \$3,500, for a total estimated cost of \$12,000.

Before making a decision, I am suggesting that Mr. Morgan, Division Engineer, discuss the subject with the Captain at Medford and sometime in the near future, after such contact has been made, I would appreciate your observations with respect to the two sites.

No action will be taken to secure an option on Site No. 1 until further study has been made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WJS:er
cc Mr. I. A. De France
Mr. F. D. Morgan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 11, 1957

SUBJECT: Proposed Office Bldg.
Grants Pass

To: E. A. Collier
Maintenance Engineer
Salem

Attention: I. A. DeFrance

An appraisal of site No. 1 as requested in your letter of February 27, 1957, has been made. The cost has been estimated as not in excess of \$8,500.

Your attention is again directed to the attached sketch map and in particular site No. 4. This triangular piece of ground contains 1.48 acres and is owned by us.

I wish to recommend that site No. 4 be considered for the location of the office building because:

1. We own it.
2. Proximity to Pacific Highway
3. Served by Morgan Lane which is two way and by Seventh St. which is one way.

I will hold the R/W descriptions and data for the procurement of site No. 1 until I hear your decision on this matter.

F. D. Morgan
Division Engineer

by, *[Signature]*
Larry Rulien
Office Engineer

LR/se
encl.

A.F. LINE

PROPOSED PACIFIC HIGHWAY

TO MEDFORD

00E

#4

1.48A

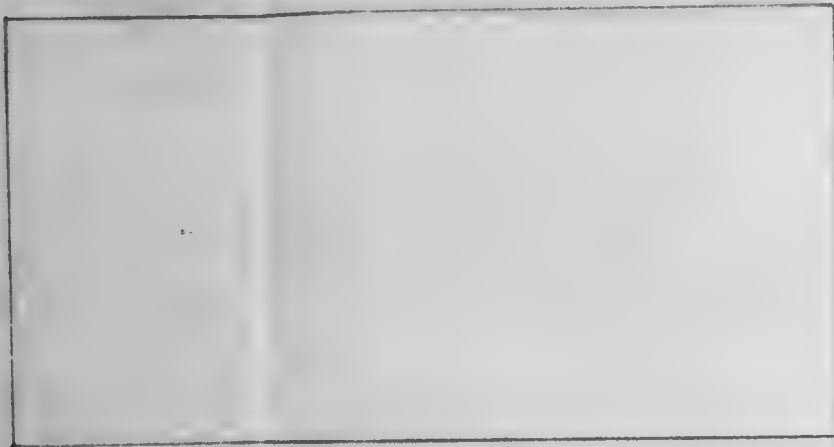
480'

BEACON DRIVE

NINTH STREET

City limits

PROPOSED SEVENTH STREET



EET

To ROSEBURG

"A" LINE

"B" LINE

"N/B" LINE

"C" LINE

"S" LINE

"Lc" LINE

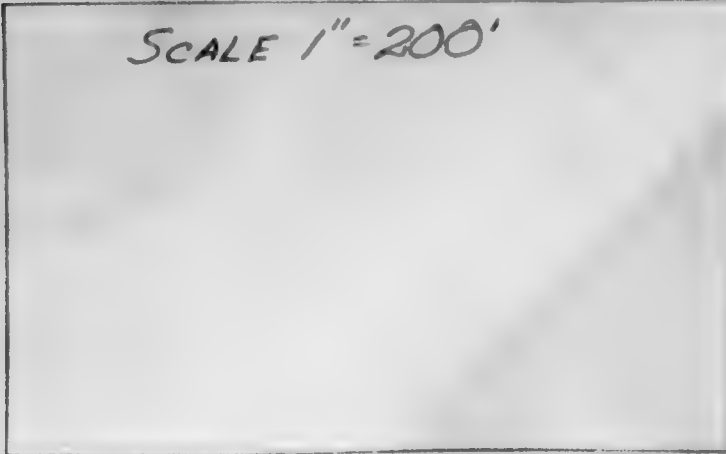
EXISTING U.S. HIGHWAY 99

MORGAN LANE



SKETCH MAP NORTH
OF GRANTS PASS

SCALE 1" = 200'



U.S. HIGHWAY 99

SIXTH STREET

City Limits

200

1.384

Sec. of
State
&
P.U.C.

Center

MEIGER STREET

to

SAVAGE STR



RECEIVED
FEB 21 1957

FOR FILING

Salem, Oregon
February 20, 1957

Proposed Office Building for
State Police at Grants Pass

Mr. I. A. De France
Assistant Maintenance Engineer

Reference is made to your letter under date of January 22, including a report from Mr. Morgan dated January 21 and one from Glenn Roberts of December 28, all of which has reference to a suitable site in Grants Pass for the construction of an office building to house primarily the Oregon State Police.

The section maintenance headquarters in Grants Pass is adequate and satisfactory and will be so for several years; therefore, this feature need not be considered. No construction is contemplated that would interfere with the same.

The decision to transfer the District Maintenance Office from Grants Pass to Medford should not at this time complicate or encumber the primary objective of furnishing quarters to the State Police. If and when it is decided and approved to transfer the District Maintenance Superintendent to Medford, it will be necessary to construct an office building for the District Maintenance Superintendent and possibly one or two resident engineers at Medford. It will also be necessary, in 1958, to furnish additional floor space to the State Police at their Medford headquarters, probably by some addition to the existing building. Therefore, to serve the State Police, it appears to me that the most practical location is Site No. 1, mentioned by Mr. Roberts, which is adjacent to the Secretary of State's building, which I understand also houses a representative of the Public Utilities Commissioner. I would suggest that a realistic appraisal of the property, including a roadway providing access to Sixth Street, be obtained.

The sketch map colored to illustrate the reports of Mr. Morgan and Mr. Roberts is herewith returned.

W. W. Stiffler
Assistant State Highway Engineer

WWS:er
Enclosure

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 22, 1957

SUBJECT: Proposed office site at
Grants Pass

To: Mr. W. W. Stiffler,
Ass't. State Highway Engineer
Office

Herewith for your information a copy of letters from F. D. Morgan, January 21, 1957, and Glenn E. Roberts, December 28, 1956, and a print of the map enclosure - all relative to a proposed office site at Grants Pass, Oregon.

The proposed new station, we understand, has been contemplated as a headquarters for District Maintenance Superintendent, State Police, Highway Section and Bridge Crews, etc. We understand the Division Engineer feels the District Maintenance Superintendent's Headquarters should move to Medford, so that possibly the State Police could occupy the office space now occupied by the District Maintenance Superintendent and the Section crew and Bridge crew stay where they are. If this is possible, we probably should study available sites for the District Maintenance Superintendent's office at Medford.

We have \$35,000 in the 1957 Building Improvement Budget for an office building at Grants Pass. Possibly these funds could be transferred to Medford.

I. A. DeFrance

I. A. DeFrance
Acting Maintenance Engineer

IAD:hl
Enclosures
cc - Tom Edwards
F. D. Morgan



NOTED
W. W. STIFFLER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Jan. 21, 1957

SUBJECT: State Highway Building in
Grants Pass

To: I. A. DeFrance
Acting Maintenance Engineer
Salem, Oregon

Submitted herewith is a sketch map of the North Grants Pass area showing possible sites for a proposed State Office Building for which the 1957 Budget carries an item of \$35,000.00. You will note on the sketch that there are four (4) areas outlined in red, numbered consecutively, and several areas outlined in blue.

I attach hereto a copy of a report from Mr. Glenn Roberts wherein he sets forth the descriptions and basic facts regarding numbers 1, 2, 3 and 4.

Upon receipt of this sketch I had Mr. Larry Holt of the Right-of-Way Department in this Division inspect this area and he has submitted information as follows on the areas outlined in blue. Site No. 1 (blue) has a record of a previous sale of this property in the amount of \$11,900.00. Site No. 2 (blue) has a record of a previous sale of this property in the amount of \$15,000.00. Site No. 3 (blue). Mr. Holt indicated that we could probably purchase the 300-foot depth on the westerly side of US Highway 99 for approximately \$10,000.00. This area is shown cross-hatched on the print. The westerly 340-feet of Site No. 3 is in a subdivision and contains residences at the present time. Site No. 4 (blue) outlines a tract on the easterly side of 6th Street which now contains a service station and one or two other buildings. Mr. Holt believes that the narrow strip of this property paralleling 6th Street, which we must acquire for right-of-way purposes, will cost us approximately \$15,000.00. Purchase of this strip will require acquisition of the service station occupying the northwest corner of said property. Mr. Holt also believes that we can acquire the entire area outlined in blue for approximately \$25,000.00.

Mr. Robert's report indicates that he would favor the acquisition of Site No. 2 (red) for which Mr. Holt was unable to make an estimate of purchase price.

I. A. DeFrance
Acting Maintenance Engineer

-2-

Jan. 21, 1957

Study of the entire area and conversation with Mr. Holt would indicate that Site No. 4 (blue) would probably be the site most favorable for our needs. It is suggested that you contact Mr. Tom Edwards regarding the necessity of purchasing the narrow strip fronting 6th Street. I believe that this must be done.

If this is the case, I recommend that the Right-of-Way Agents be authorized to proceed with acquisition of the entire Site No. 4 as outlined in blue.

May we have your comments regarding this matter.

F. D. Morgan
F. D. Morgan
Division Engineer

dls
encls.

COPY

FORM E-30X-50M-11-58-90228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon

December 28, 1956

SUBJECT: Assignment No. 18 F.D.M.
Building in Grants Pass

To: Mr. F. D. Morgan
Division Engineer
Roseburg, Oregon

Attached you will find a sketch of the area between Sixth Street and Seventh Street, and from Savage Street north to the North Grants Pass traffic interchange. The location of the extension of Seventh Street and various ramps on the traffic interchange are schematic only.

In considering these sites we have made the following assumptions, which would apply to any and/or all sites in so far as facilities in connection with the buildings are concerned: That off street parking facilities be provided for employees' cars, that overnight storage be provided for all State equipment operating from this building, that gas pumps be installed for servicing State equipment, and that ample parking be provided for the public having business.

The following is a brief description of the various sites:

Site No. 1

This site is adjacent to the present Secretary of State's Office. To provide sufficient room it would be necessary to purchase from two or more owners. The building would face Seventh Street, but to have access to Sixth Street it would be necessary to purchase a right of way across the north end of the Grants Pass Development Company property. The ground is fairly level, the westerly half should be raised two feet. There is a drain ditch running through the center of the property which should be enclosed, there is now a 36-inch culvert under Sixth Street in this ditch. There is now a sanitary sewer on both Sixth Street and Steiger Street which could be tapped. We estimate it would cost \$3500 to provide drainage, clear, and level this site. The site as proposed is 200 by 300 feet, and contains 1.38 acres.

P. D. Morgan

Page 2

Site No. 2

This site is approximately 0.3 mile north of the north city limits of Grants Pass. It would extend from Sixth Street to Seventh Street and face these streets for about 400 feet and would contain about 4.13 acres. The southerly two-thirds of this site is fairly uniform with the northerly one-third being about ten feet higher than the remainder of the site. Along this rise there is considerable seepage and a thick growth of willows. The upper part of this site could be used as a storage area, and a ditch placed along the slope to pick up the seepage water and provide a break between the office building and the storage area. We estimate it would cost \$1500 to level and drain this area. No sewer facilities are available at this site, and a septic tank will be required.

Site No. 3

This site lies between Morgan Lane and the Freeway, and between Scoville Road and the Seventh Street extension. It belongs to the Grants Pass Drive-in Theater, Inc. It contains approximately 4.41 acres. There is a drainage course diagonally across this area that would require a pipe culvert, and the ground slopes to the south and west. We estimate it would cost approximately \$5000 to drain and level this site. As in site No. 2, it will be necessary to install a septic tank and drain field.

Site No. 4

This site lies between Morgan Lane and the Freeway, and east of Seventh Street extended. It is triangular in shape and contains approximately 1.48 acres. We now own approximately half the area and believe it will be necessary to purchase the remainder when right of way is purchased for extension of the freeway. The ground on this site slopes to the west with a slight dip to the south. It would be difficult to level, and it would probably be necessary to construct the facilities on two or more levels. No major drainage problem is involved. Leveling would cost about \$1500.

From a study of these sites we believe Site No. 2 to be the most feasible as it is large enough for future expansion, and also provides direct access to both Sixth and Seventh Streets.

As soon as the weather is suitable, we will send you pictures of the various sites.

Glenn E. Roberts
Resident Engineer

11-3320

Southern Oceanic B. Expressing-1957

11-3320 Southern Oceanic B. Expressing-1957

11-3320 Southern Oceanic B. Expressing-1957

RECEIVED
MAR 10 1958

March 11, 1958

FOR FILING

FINAL COST ANALYSIS

S.P. U'Xing-Little Deschutes River Sec.
Contract #5014

Rock Production
J. C. Compton Co. Contractor
L. S. Cox Resident Engineer

Willamette Hwy.
Prefix #18-8319

NOTED
W. C. WILLIAMS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr. Mat'l in S.P.	1109.7	Cu. Yd.	\$3.00	\$2.723	\$ 3,026.08	\$ 3,329.10
1/2"-1/4" Cr. Mat'l in S.P.	4381.27	" "	4.25	2.723	11,934.57	18,620.40
1/4"-10 Cr. Mat'l in S.P.	1042.73	" "	5.00	2.723	2,843.72	5,213.65
1/4"-0 Cr. Mat'l in S.P.	2528.13	" "	3.50	2.723	6,888.47	8,848.46
					<u>\$24,692.84</u>	<u>\$36,011.61</u>
Reject Sold to U. S. Forest Service						450.00
						<u>\$36,461.61</u>

Gross Revenue	\$36,461.61
Total Cost	<u>24,592.84</u>
Net Profit	\$11,768.77

Net Profit Equals 32.2% of Gross Revenue.

J. C. Compton

Contract #5014

Detail of Cost

LABOR:

Labor & Supervision	\$9,822.31	
Labor Insurance	<u>1,100.10</u>	
		\$10,922.41

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rentals (Owned)	\$8,630.00	
Hired Equipment	319.28	
Gas, Oil & Grease	2,272.46	
Small tools & Misc. Supplies	345.20	
Powder	1,020.16	
Bond	216.06	
Home office & General Overhead	<u>967.27</u>	
		<u>\$13,770.43</u>
TOTAL COST		\$24,692.84

Contract #5014

Breakdown of Crushing Cost

Item	Quantity	Unit	Cost	Unit Cost
Move in & Set Up	9061.8	Cu.Yd.	\$ 5,546.74	\$ 0.612
Drill & Shoot	9061.8	" "	2,874.03	0.317
Haul to Crusher	9061.8	" "	4,539.06	0.50
Crushing	9061.8	" "	8,079.38	0.891
Haul to and Stockpile	9061.8	" "	3,653.63	0.403
TOTAL COST	9061.8	Cu.Yd.	\$24,692.84	\$ 2.723

The crushing plant operated 130 hours to produce 9061.8 Cubic yards for an average of 69.7 cubic yards per working hour.

Contract #5014

Remarks:

This was a "State Project" calling for crushing and stockpiling approximately 9,000 cubic yards of crushed rock. The contract was bid on August 8, 1957, work started August 23, 1957, and the project was completed October 1, 1957.

On August 23, 1957, the contractor started moving a complete crushing unit into the State Quarry located on the Southerly side and adjacent to the Willamette Highway at Mile Point 62.2. A 3/4 cubic yard shovel and 2-6 cubic yard dumpers, (one Dumper full time and the other one part time) was used in feeding the crushing plant. All crushed materials were hauled and stockpiled at the plant.

The contractor having high bid prices with good production received a large profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
NOV 15 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 15, 1957

File

18-8319
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5014
(VOUCHER NO.)

2 Final
(WARRANT NO.)

J. C. Compton
(AMOUNT)

(DATE)

25625

H196305

\$1,266.12

11-14-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 50 workdays from Aug. 26, 1957

Time Extensions:

None

Completion Date:

Oct. 1, 1957

Date Accepted:

Dec. 5, 1957

Penalties:

None of record

Claims:

None of record

Remarks:

Date: **Dec. 11, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

DEC 11 1957
BRU.

NOTED ON CARD
one

RECEIVED
NOV 6 1957

FOR FILING

Nov. 5, 1957

CERTIFIED MAIL

Oleus Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5014 for rock production on the S. P. Undercrossing-Little Deschutes River Section of the Willamette Highway in Klamath and Lane Counties was completed by the contractor, J. C. Compton Co., on Oct. 1, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of \$1,266.12, will be released to the contractor after acceptance by the Commission. The total contract amount is \$36,011.61, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

NOTED ON CARD

lms

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

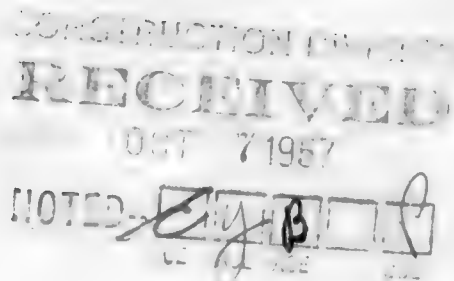
For Week Ending Oct. 4, 1957, 19

Section S.P.U'xing - Little Deschutes River
 Highway Willamette County Klamath & Lane
 Contractor J.C.Compton Co.
 Date of contract 8-8-57, 19
 Date work started 8-19-57, 19
 Project authorization \$ 41,062.50
 Exclusive of engineering \$ 38,142.50
 Estimated cost of completed project, exclusive of engineering \$ 38,142.50
 Estimated per cent overrun or underrun 0%
 Per cent of contract completed, based on total contract price 100%
 Engineering authorization \$ 2920.00
 Engineering cost to date \$ 2900.00, 100% Date project was completed October 1, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on Tuesday, The stockpiles were remeasured on Wednesday, and the semi-Final submitted to the Division office on Friday.

Noted
M. N. Juve



Signed [Signature]

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.
 State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			9,000		
Total quantities corrected to date			9,007.57		
Estimated quantities moved or placed to date			9,007.57		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1 (2days crushing)		
Hours per shift			8		
Average force on project for week			8		
Men			7		
Supervision			1		
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ¹....., Power graders, Rollers, Mixers, Crushing or screening plants ¹.....

Compressors, Bulldozers ¹....., Compaction rollers ² dumpsters, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Fair		
Wednesday	Rain		
Thursday	Cloudy		
Friday	"		
Saturday			

RECEIVED
AUG 12 1957

FOR FILING

100-1
5-11

August 12, 1957

J. C. Compton Company
U. S. National Bank Bldg.
McMinnville, Oregon

Gentlemen:

The State Highway Commission August 8, 1957, awarded to you State Highway Contract No. 5014 for Southern Pacific Undercrossing-Little Deschutes River Rock Production Project on the Willamette Highway, in Klamath and Lane Counties.

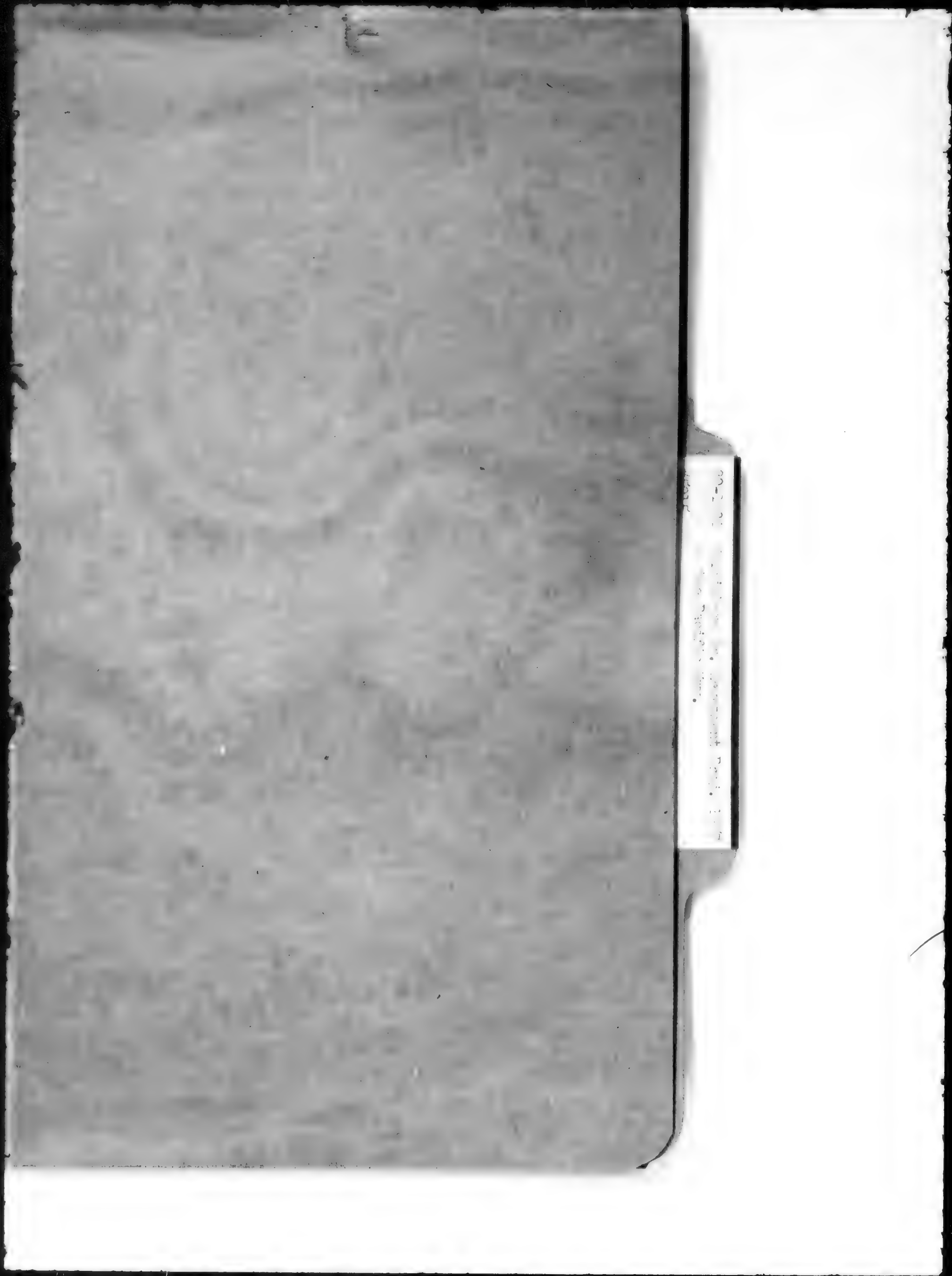
This award was based on your bid of \$35,500, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC



RECEIVED
JAN 10 1958

Files

OREGON STATE HIGHWAY DEPARTMENT

(date)

January 6, 1958

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5015

3 Final

Calkins Crushing Co.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

30068

H200706

\$ 657.90

1-6-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 40 workdays from Aug. 26, 1957

Time Extensions: **None**
Completion Date: **Sept. 17, 1957**
Date Accepted: **Oct. 1, 1957**
Penalties: **None of record**
Claims: **None of record**
Remarks:

Date: 1-7-58

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 7 1958

GRW

NOTED ON CARD

EMI

RECEIVED
JAN 7 - 1958

NOTED
State Highway Engineer

December 23rd, 1957

FOR FILING

Harrisburg Bridge Section
Contract #5015

FINAL COST ANALYSIS

Stone Revetment
Calkins Crushing Co., Contractor
S. F. Walters, Resident Engineer

Pacific Highway
Prefix 20-1031

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
General Excavation, Unclassified	4,120.4	Cu. Yd.	\$1.05	\$0.82	\$ 3,384.19	\$ 4,326.42
Stone Revetment	4,675	" "	3.75	2.43	11,372.76	17,523.75
Force Account (Flagging)					69.35	79.75
					\$14,826.30	\$21,929.92

Gross Revenue \$21,929.92

Total Cost 14,826.30

Net Profit \$ 7,103.62

Net Profit Equals 32.4% of Gross Revenue

Detail of Cost

Labor:

Labor	\$ 2,455.75	
Labor Insurance	<u>126.43</u>	\$ 2,582.18

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	\$ 2,105.72	
" " , Hired	7,153.35	
Gas, Oil and Grease	279.90	
Freight and Cartage	281.87	
Bond	164.25	
Small Tools and Misc. Supplies	81.18	
Home Office and General Overhead	75.00	
Blasting at \$0.45 per Cu. Yd.	<u>2,102.85</u>	<u>12,244.12</u>

Total Cost		\$14,826.30
----------------------	--	-------------

Remarks:

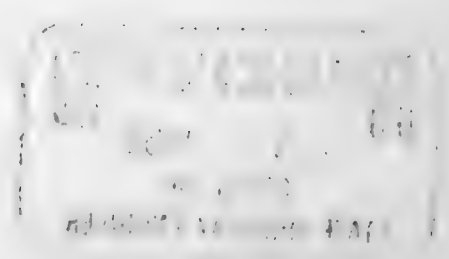
This was a "State Project" calling for the construction of bank protection which involved 4,120.4 cu. yds. of bank and toe excavation and 4,675 cu. yds. of stone revetment on the Harrisburg Bridge Section of the Pacific Highway in Lane County. Contract was bid and awarded August 8th, 1957. Work started August 15th and was completed September 17th, 1957.

The contractor moved in one HD 5 tractor and dozer and one 3/4-yard dragline shovel and started his clearing and excavation on August 15th, 1957. The clearing and some excavation was completed by August 23rd. The rest of the excavation was carried on a few feet ahead of the placing of the revetment rock as the flow of the river was quite strong and would fill back very rapidly. A truck-mounted crane was rented from Goadatt for the placing of riprap. The drilling and blasting of quarry was sublet for \$0.45 per cu. yd. The hauling was done by hired 8- and 10-yard trucks at \$1.10 per cu. yd.

The contractor shows a high profit due to the small amount of equipment and a good bid price.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton



RECEIVED
NOV 6 1957

FOR FILING

Nov. 6, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5015 for stone revetment on the Harrisburg Bridge Section of the Pacific Highway in Lane County was completed by the contractor, Galkins Crushing Company, on Sept. 17, 1957, and was formally accepted by the Highway Commission on October 1, 1957.

Final payment in the amount of \$657.90 will be released to the contractor on or after Nov. 16, 1957. The total contract amount is \$21,929.92, of which amount \$79.75 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

lm

RECEIVED
OCT 23 1957

FOR FILING

Oct. 25, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Co. in connection with Contract No. 5015, for stone revetment on the Harrisburg Bridge Section of the Pacific Highway in Lane County. This payment, in the amount of \$2,341.83, will be released to the contractor on or after Nov. 4, 1957. The retained percentage is \$657.90.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 21, 1957, 19

Section Harrisburg Bridge Kind of work Stone Revetment
 Highway Pacific County Lane Section prefix 20-1031
 Contractor Calkins Crushing Co. Contract number 5015
 Date of contract Aug. 8, 1957, 19 Specified work days 40
 Date work started Aug. 15, 1957, 19 Work days used 16
 Project authorization \$ 28,979.19 Per cent of time elapsed 40 %
 Exclusive of engineering \$ 26,749.39
 Estimated cost of completed project, exclusive of engineering \$ 25,000
 Estimated per cent overrun or underrun 6 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 2,047.80
 Engineering cost to date \$ 1,600, 78 % Date project was completed Sept. 17, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shaping up slopes and trimming top and disposing of excess excavated materials.

Third notification held pending his removal of equipment etc. from site.

Semi-Final will be submitted as soon as the computations of earthwork, notes for which have been sent to Salem, are returned to this office.

Final Report.

NOTED

Noted
 M. N. Juvo

Signed

S. J. Mattese

Address

Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.18	.18			
Miles partially completed					
Miles completed	.18	.18			
Total estimated quantities (contract)	6,700	4,950			
Total quantities corrected to date	6,700	4,672			
Estimated quantities moved or placed to date	6,700 *	4,672			
Average daily quantities	610	657			
Average daily quantities necessary to complete project on time	completed		* Const. quant. not available. Notes		
Number shifts per day	1	1	to IBM		
Hours per shift	8	8			
Average force on project for week	4	4			

Men

3

Supervision

1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels _____, Power graders _____, Rollers _____, Mixers _____, Crushing or screening plants _____

Compressors _____, Bulldozers 1, Compaction rollers _____, Dragline 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 11 1957

FOR FILING

20-1031
5015

Salem, Oregon
September 10, 1957

Contract No. ⁵⁰¹⁵ 5105 - Calkins Crushing Co.

Mr. C. H. Maison
Auditor
BUILDING

I have just received a telephone call from the North Salem Branch of the United States National Bank of Portland, regarding the proposed assignment given the Bank by Calkins Crushing Company of monies that are now due or which may hereafter become due Calkins Crushing Company for performance of work under State Highway Contract No. 5015--construction of the Harrisburg Bridge Revetment Project in Lane County. The Bank advised that it does not want to withhold any monies from Calkins Crushing Company in connection with this job unless ~~they~~ ^{we} are advised differently. It appears now that the bonding company will not consent to the assignment. In the event there is any change in this matter, I will advise you.

Secretary

HBG/dp

September 5, 1957

North Salem Branch
United States National Bank of Portland
P. O. Box 368
Salem, Oregon

Gentlemen:

Received from you in today's mail was an assignment given you by Lloyd Calkins, dba Calkins Crushing Company, whereby there is assigned to the North Salem Branch of the United States National Bank of Portland all monies that are now due Calkins Crushing Company or which may hereafter become due Calkins Crushing Company from the State of Oregon for performance of work under State Highway Contract No. 5105, which concerns construction of the Harrisburg Bridge Revetment Project on US 99 in Lane County.

I am sorry but we cannot accept the assignment in its present form. The State Highway Department has a standard form for this purpose which I have prepared and enclose in quintuplicate. We will be glad to honor the assignment on that form when signed by all partners of the Calkins Crushing Company before witnesses, and provided that the assignment meets the approval of the United Pacific Insurance Company, surety on the performance bond furnished by Calkins Crushing Company in connection with this job. We cannot honor the assignment unless we have such consent. When the enclosed assignments have been signed by Calkins Crushing Company, please return to this office the original and one carbon copy, both bearing original signatures, together with a letter from the United Pacific Insurance Company consenting to the assignment without prejudice to the bond.

The Highway Commission's Chief Auditor is being requested by a copy of this letter to withhold payments to Calkins Crushing Company in connection with this job pending return of the assignment forms with the surety company's letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Calkins Crusing Company
P. O. Box 547
Oceanlake, Oregon

C. H. Maison (2)

ASSIGNMENT OF MONEYS

KNOW ALL MEN BY THESE PRESENTS: That I, LOYD CALKINS, sole trader doing business under the assumed business name and style of Calkins Crushing Company, in consideration of the sum of Ten Dollars (\$10.00) and other valuable considerations to me paid by the North Salem Branch, U. S. National Bank of Portland, a national banking association, do hereby assign, transfer and set over unto said Bank, its successors and assigns, all moneys now owing to me, and all moneys that may hereafter be owing to me by the State of Oregon Highway Department on that certain contract with said Department #5015 being for Stone Revetment work on the Harrisburg Bridge, Pacific Highway, Lane County, Oregon, and hereby authorize and direct said State of Oregon Highway Department to remit to said Bank, at its North Salem Branch, P. O. Box 368, Salem, Oregon, for my account, all such moneys as would otherwise be payable to me by said State of Oregon Highway Department, such payments to be made as soon as the same become payable.

This assignment is executed and delivered to said Bank in consideration of advances made and to be made to Douglas Freeburn by said Bank, in such amount and upon such terms as shall be agreed upon by said Bank from time to time, the proceeds of such payments to be applied upon the indebtedness of Douglas Freeburn to said Bank which is guaranteed by me, both principal and interest, and this assignment therefore, being for a valuable consideration, is irrevocable until terminated by said Bank and notice of such termination given to said State of Oregon Highway Department by said Bank.

IN WITNESS WHEREOF, I have hereunto affixed my signature, this 29 day of aug, 1957.

Loyd Calkins
Doing business as Calkins Crushing
Company

Receipt is hereby acknowledged of an executed counterpart of the within and foregoing assignment of moneys, this _____ day of _____, 1957, and we agree to remit all such payments to said Bank in accordance with the instructions contained in said assignment.

STATE OF OREGON HIGHWAY DEPARTMENT

BY: _____

void
mt

RECEIVED
AUG 12 1957

FOR FILING

5015

August 12, 1957

Calkins Crushing Company
Box 547
Oceanlake, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957, awarded to you State Highway Contract No. 5015 for Harrisburg Bridge Revetment Project on the Pacific Highway in Lane County.

This award was based on your bid of \$25,597.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUL 27 1957

FOR FILING

20-1051
5115

July 25, 1957

Oregon State Highway Commission

Gentlemen:

I have contacted Mr. Reynolds and Mr. Holver and have received their authorization to advertise for bids for bank protection on the Willamette River upstream from our Harrisburg Bridge over the Willamette River. This bridge has a long pile trestle approach on the southerly end and the river has cut into the bank above the bridge to an extent which threatens to divert a large portion of the stream flow through this pile trestle approach. The Army Engineers have taken preliminary steps toward putting in a bank revetment for a considerable distance above the bridge to protect the adjacent property. They cannot do any of this work until next year because of lack of funds.

The danger to our structure during this winter's flood period is serious enough that it is necessary to do a section of this revetment immediately covering that portion of the bank where the cutting is most critical. We have estimated the cost of this work at \$35,000 and, because of the importance of the highway and the danger to the structure, feel that it must be done this fall. Your official confirmation is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. C. N. Madison
GSP:ga fn

RECEIVED
AUG 1 1957

FOR FILING

20-1031

NPPGW-8

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

July 18, 1957

State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

Reference is made to your letter dated July 10, 1957, concerning construction of emergency bank protection work along the left bank of Willamette River above the Harrisburg bridge.

Funds and authority are not available for initiation of emergency construction at an early date and it is doubtful that they could be secured in sufficient time to complete the work before inclement weather.

A survey crew is presently engaged in making a preliminary survey for planning and design of bank protection works proposed for construction next spring. If you desire, the field data, together with the alignment of the revetment and cross-sections, can be made available to your office within a few days after completion of the field survey.

I will be pleased to discuss the project with you at your convenience and will provide all possible engineering help you may require should your agency endeavor to provide at least partial protection this fall.

Very truly yours,

NOTED
G. S. PAXSON

Joseph D. Garbacz
JOSEPH D. GARBACZ
LT. COLONEL, CORPS OF ENGINEERS
DISTRICT ENGINEER
FOR: JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

NOTED
G. S. PAXSON

RECEIVED
JUL 23 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 10 1957

FOR FILING

2-1-51
5-1-51

July 10, 1957

The District Engineer
Corps of Engineers
U. S. Army
620 Pittock Block
Portland 5, Oregon

Re: Bank erosion, Willamette
River at Harrisburg

Dear Sir:

Under date of January 25, 1957, I wrote you concerning bank erosion which has taken place on the west bank of the Willamette River above the Harrisburg Bridge. You replied under date of February 13, pointing out the necessity for a sponsoring agency before any remedial work could be undertaken by the Corps of Engineers. I understand that a district is being formed and that it is probable that a project can be put on next year.

A recent inspection shows that considerable erosion has taken place since my letter of January 25. We are fearful that should we have another flood such as occurred in December of 1955, erosion will progress to a point where an existing channel will be connected with the main channel of the river and overflow diverted to the approach of our bridge in sufficient volume to endanger the structure. We feel that some work must be done before the next winter season and that the danger is imminent enough so that we could cooperate on some emergency work this summer. I would like to discuss the matter with you to explore the possibility of some sort of cooperative project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn
cc Mr. W. C. Williams
Mr. E. A. Collier
Mr. J. D. Walker

RECEIVED
AUG 21 1957

FOR FILING
FORM 850-50M-6-56-44674

1031

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1957

SUBJECT: Inspection of Willamette River
Above Harrisburg Bridge

To:

Mr. G. S. Paxson
Assistant State Highway Engineer

An inspection of the Willamette River above the Harrisburg Bridge where the river is threatening a break was made this week by Mr. G. W. Wimer, Assistant Division Engineer; Mr. Ed Morelock, DMS; Mr. G. D. Anderson, Bridge Superintendent; and myself. Considerable concern is felt by all and we believe a break through could seriously damage or wash out the approach to the main bridge if allowed to cut around the small fringe of timber at the upper end of the existing revetment. Several acres of timber and brush have been washed out this past two years above the old revetment, as attached pictures will show.

There is only a small amount of timber left standing at the upper end, which now protects two existing low point overflow channels. The river's full force is now directed directly against this area and we believe it would only take a few high waters or prolonged flood to tear out the remaining trees and let the river through at this point.

Considerable bank erosion also takes place after flood stage when waters are released from the dams above Eugene.

I would like to recommend that we again advise the U. S. Engineers of the seriousness of this situation and the possible results that could occur from delaying a project at this location.

I. A. DeFrance
Assistant Maintenance Engineer

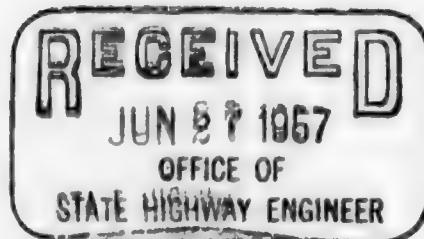
By

H. W. Hughlett

H. W. Hughlett
State Bridge Superintendent

HWH:ieb
Enc.

cc P. M. Stephenson
J. D. Walker
J. E. Morelock





JUN • 57 •



JUN • 57 •



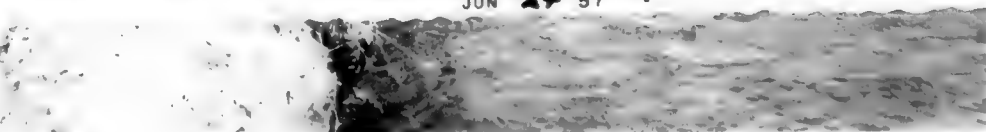
JUN 24, 57 •



JUN • 57 •



JUN 24, 57 •



JUN 24, 57 •

WILLIAM



JUN • 57 •



JUN • 57 •



JUN 24, 57 •



JUN • 57 •



JUN 24 57 •

WILLAMETTE RIVER. HARRISBURG
BRIDGE



EXPOSED PILING UPPER END
OF REVETMENT.

JUN 24 57 •



JUN • 57 •



JUN 24 57 •

WILLAMETTE RIVER. HARRISBURG BRIDGE



EXPOSED PILING UPPER END
OF REVETMENT.

JUN 24, 57 •



5-9-67

524-8154

RECEIVED
APR 4 - 1957
FOR FILING

April 3, 1957

Mr. Hugh R. Gavette
Route 1
Harrisburg, Oregon

Dear Mr. Gavette:

Some time ago, our engineers, together with the engineers from the U. S. Corps of Engineers, contacted you during the preliminary inspection of erosion on the west bank of the Willamette River above the Harrisburg Bridge.

The rules of the Corps of Engineers require that there be some political subdivision, such as a county or a drainage district, act as sponsor for a project before the Corps can do any work. They indicated that it may be possible to do stream bank protection here if such a sponsor were provided.

I contacted the North Lane Soil Conservation District but they tell me that they are not a tax-levying body and cannot act as sponsor for this project. If this project is to go forward, it appears that it will be necessary for some organization to be formed of the interested parties in the area, which could officially act as the sponsor.

In general, the Corps requires that such a sponsoring agency provide, without cost to the United States, all lands for right of way necessary for the construction of the project and agree to hold and save the United States free from damages due to the construction work and maintain and operate all the work after completion in accordance with regulations prescribed by the Secretary of the Army.

The probability of damage to the state highway is so remote that the Highway Commission does not feel justified in acting as sponsor for the project. If local interests see fit to organize, we will give them such advice and assistance as we can.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

Junction City, Oregon
March 28, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

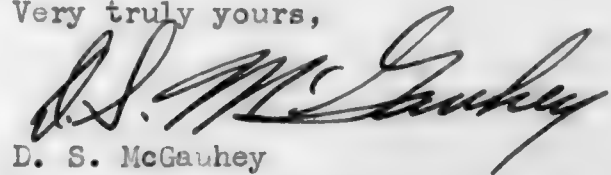
Dear Mr. Williams:

As your letter of February 20 was held for consideration at the March meeting of the board of supervisors of the North Lane Soil Conservation District, the reply was thus delayed.

The soil conservation district, as a non-taxing organization, can not qualify as a sponsoring agency under federal rule. Therefore the North Lane Soil Conservation District itself can not act as sponsor of the project you mentioned.

However, the North Lane Soil Conservation District shall be pleased to encourage and assist in the organization of a sponsoring body of landholders in the affected area if said landholders so desire.

Very truly yours,



D. S. McGahey
Chairman, N.L.S.C.D.



RECEIVED
FEB 21 1957

FOR FILING

February 21, 1957

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Willamette River bank
protection at Harrisburg

Dear Sir:

This will acknowledge your letter of February 13 concerning the bank protection on the west bank of the Willamette River above the Harrisburg Bridge.

We are conferring with the North Lane County Soil Conservation District to ascertain whether they are in a position to act as sponsor for the project. I will advise you further when we hear from them.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxon
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

February 20, 1957

Mr. D. S. McGauhey, Chairman
North Lane Soil Conservation District
Star Route M
Junction City, Oregon

Dear Mr. McGauhey:

We have received several letters from residents along the west bank of the Willamette River upstream from the Harrisburg Bridge calling attention to the erosion that is taking place on the bank of the river. We looked into the matter with our own men, and it appears that, while there is some danger our bridge structure might suffer damage, the danger is relatively remote.

There is, however, a considerable loss of agricultural land due to the bank erosion. We discussed this matter with the U. S. Corps of Engineers and they made another joint inspection with us. I am attaching a copy of a letter from the Corps of Engineers advising as to what they can do, assuming that certain legal requirements are met.

In this letter you will note that some responsible body must act as sponsor for the project. Under the federal rules the sponsor would be responsible for at least the routine maintenance and would be required to make the inspections and report to the Army Engineers. We do not feel that the danger to our highway structure is of sufficient magnitude to warrant the Highway Commission acting as sponsor for the project. I understand that the Corps of Engineers would recommend a levee extending from the railroad bridge to a point somewhere below the highway bridge. The major benefit from the levee would, of course, be to agricultural lands along the river.

It has been suggested that the North Lane Soil Conservation District, which I believe includes this area, would be the logical organization to sponsor this project. I would appreciate hearing from you in the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ga

cc Mr. W. C. Williams

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

NPPGW-8

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 8, OREGON

February 13, 1957

REFER TO FILE

NO.

Oregon State Highway Department
State Highway Building
Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

Your letter of January 25, 1957, relative to conditions on Willamette River above Harrisburg bridge on U. S. Highway 99E, which have been caused by recent floods, is acknowledged. Messrs. V. K. Jones and L. R. Henderson of this office investigated the problem area with Messrs. Asbury, Edgerton, and Morelock of the Oregon State Highway Department, on January 31, 1957. This investigation revealed that a recent channel change of Willamette River seriously threatens private property and the state highway system.

There is a possibility that protective works to eliminate the danger of future damages could be constructed under authority now available to the Corps of Engineers. The authorizing Acts which provide for such projects require that no money shall be expended on the construction of a project until states, political subdivisions thereof, or any other responsible local agencies, have given satisfactory assurances of local cooperation to this office. Sponsoring agencies must provide without cost to the United States all lands and rights-of-way necessary for the construction of the project and agree to hold and save the United States free from damages due to the construction works and maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army.

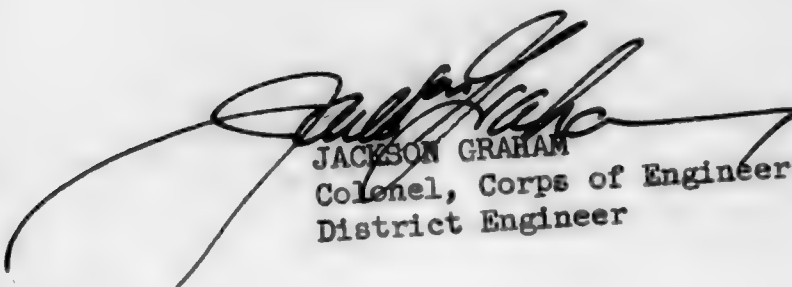
This office will submit estimates and appropriate recommendations to higher authority as to a possible project promptly upon receipt of a statement from a responsible local agency expressing willingness to provide the necessary local cooperation. Existing policy precludes assistance by this office until such a statement is received.

Oregon State Highway Department

February 13, 1957

Your views concerning any possible participation by the State Highway Commission are solicited. I am taking the liberty of forwarding copies of this letter to the Oregon State Water Resources Board and the Willamette River Basin Project Committee. These agencies have very kindly agreed to do liaison work with local interests in determining availability of required local cooperation.

Very truly yours,


JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

- cc: Oregon State Water
Resources Board,
401 State Capitol,
Salem, Oregon
- cc: Willamette River Basin
Project Committee
2M Marion County Courthouse
Salem, Oregon



RECEIVED
JAN 25 1957

FOR FILING

January 25, 1957

Colonel Jackson Graham
District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Willamette River above
Harrisburg Bridge on US99E

Dear Sir:

We have had notice from several property owners along the west bank of the Willamette River just above the Harrisburg Bridge that the river has changed its course and is threatening to break through the bank and perhaps form a new channel west of our existing spans over the river. Our investigation shows that this danger does exist, and the condition is causing us considerable concern.

When this bridge was built in 1925, the Highway Department constructed a pile and rock revetment along the river bank for approximately 2,050 feet upstream from the bridge. This revetment was maintained and sections were reconstructed at intervals from 1926 to 1948. About 1947, the Corps of Engineers dredged a new channel upstream from the bridge which relieved the pressure on the revetment. The river maintained this channel for several years, but in the last three years, notably in the flood of December 1955, the river has swung back to the old westerly channel and is threatening to cut through the bank above the revetment which the State built in 1926. If this should happen, it is possible that the river might cut an entirely new channel, or that at least it would outflank and destroy the existing revetment.

If it can be done, we would recommend that your office make a study of this condition so that the possibility of remedial work may be discussed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Roy C. Edgerton

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 15, 1957

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer

In accordance with your instructions, I have investigated the situation at the Harrisburg Bridge with regard to erosion and the possibility of the stream changing channel to the west. This investigation resulted from a telephone call from Mrs. Stretch who lives in the vicinity and from expressions of concern by Mr. J. E. Morelock and Mr. S. F. Walters.

I talked to Mrs. Stretch and at her suggestion went over the ground with Mr. Gavett who lives south of the highway at the west end of the bridge. The subject has also been discussed informally with Mr. Verne Jones and Mr. Henry Stewart of the Flood Control Section, Corps of Engineers. The matter is discussed by item below:

HISTORY:

When the Harrisburg Bridge was constructed in 1925, the Willamette River occupied a channel immediately upstream from the bridge approximately as shown on Photo No. 4. A pile and fascine revetment to protect the left bank was constructed in 1925. It extends 77 feet downstream and 2057.7 feet upstream from a zero point that appears to be the upstream end of the west pier. This revetment was maintained and sections reconstructed at intervals from 1926 to 1948. The reconstruction of 1926 included the construction of three 80-foot wing dams extending out from the main revetment upstream from the bridge.

About 1947 the Corps of Engineers dredged a new channel upstream from the bridge as seen on Photo No. 1. This change of channel relieved the pressure on the revetment and the reconstruction of 1948 included only the downstream portion of the revetment and short sections or stop logs covering natural channels leading under the west approach trestle. Except for some rock and plantings at the time of original construction, the reconstruction of 1948 is about all that remains of the revetment.

Since 1948, the river has moved back into the channel shown on Photo No. 4, which was taken April 17, 1956. Photos 2 (1952) and 3 (1953) trace the stages in this change. The final shift took place during the flood of December 1955. Since this shift, erosion has been rapid in the section immediately upstream from the end of the old revetment. Mr. Gavett

January 15, 1957

estimates 40 to 60 feet since the shift. Loss of trees shown on previous photos, including No. 4, would confirm his estimate.

FUTURE:

If no restraining action is taken, the present erosion may be expected to advance both normal and parallel to the present bank. This would, in time, cut behind and remove the presently stable bank developed by maintenance of the revetment and increase the quantity and velocity of overflow since at several critical places the land slopes downward from the present bank. Surface erosion, which has been minor except in channels under the approach trestle, would advance rapidly.

The end result would probably be a main channel break through at the first overflow structure west of the main bridge or more likely through the approach trestle or a return to the channel of 1953. The time that it would take to reach either of these results is unpredictable. It might take five years or it might happen during one very major flood.

REMEDIES:

There are two obvious solutions. The present bank can be held by rebuilding and extending the old revetment, or the stream can be returned to the channel of 1947. It was the personal opinion of both Mr. Jones and Mr. Stewart that Corps of Engineers cooperation could be obtained only for a project to return the stream to the channel of 1947 and keep it there by diking. This solution might require some right-bank protection as erosion has occurred there in the past; however, the serious right-bank erosion occurred from the sharp bend shown on Photo No. 2 and might not be a problem with the long straight channel. There is legislation under which the Corps of Engineers can spend up to \$50,000 on a project of this kind. This is obviously inadequate. Other complications are that right of way, easements and encroachments must be provided by others and that some qualified agency or organization must assume responsibility for maintenance. There is sufficient anxiety in the area that local cooperation might be arranged.

RECOMMENDATIONS:

I recommend that negotiations be undertaken with the Corps of Engineers and with property owners for a project to return the stream to the channel of 1947 and keep it there. If this fails to show promise, I recommend local protection during the summer of 1957.

Attachments

Photos No. 1, 3 and 4 -

Corps of Engineers, Portland Dist.

Dates on photos

No. 2 - Chickering for Lane Co., 1952

cc Mr. P. M. Stephenson

Mr. J. D. Walker

Roy C. Edgerton
Roy C. Edgerton
Research Engineer

100

RECEIVED
MAR 16 1959

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

March 11, 1959

Filer

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5016
(VOUCHER NO.)

10 Final
(WARRANT NO.)

Tom Lillebo Construction Co.
(AMOUNT) (DATE)

5358

H238553

\$6,039.07

3-11-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 240 workdays from Aug. 22, 1957

Time Extensions:

None

Completion Date:

Dec. 31, 1958

Date Accepted:

March 5, 1959

Penalties:

None of record

Claims:

None of record

Remarks:



Date: Mar. 12, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

NOTED ON CARL
BM

RECEIVED
MAR - 6 1959

FOR FILING

8-230(4)

5016

Mar. 6, 1959

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5016, for structure, grading and oiling on the McKercher Bridge (Callapocya River) Section of the Halsey-Sweet Home Highway in Linn County was completed by the contractor, Tom Lillebo Construction Co., on Dec. 31, 1958, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of \$6,039.07 will be released to the contractor on or after Mar. 16, 1959. The total contract amount is \$73,451.53, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

on

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

em

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 4, 1958, 19

Section McKercher Bridge Kind of work Structure, Grading & oiling
 Highway Halsey-Sweet Home County Linn Section prefix 122-1066
 Contractor Tom Lillebo Contract number 5016
 Date of contract _____, 19 Specified work days _____
 Date work started _____, 19 Work days used _____
 Project authorization \$ _____ Per cent of time elapsed _____ %
 Exclusive of engineering \$ _____
 Estimated cost of completed project, exclusive of engineering \$ _____
 Estimated per cent overrun or underrun %
 Per cent of contract completed, based on total contract price %
 Engineering authorization \$ _____
 Engineering cost to date \$ 150 * _____ % Date project was completed _____, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

*This week

One man three days on surfacing material, Survey party one day
 Setting blue tops, and two men and Res. Engr. placing 0-11 oil mat
 Expected to complete oil mat Friday night.

The information for filling out the above report is not in this office and will be reported by the Resident Bridge Engineer. This report is made to report the activities on this unit and the probable completion of the roadwork. The subcontractor who placed the surfacing and oil mat will maintain with a brush Sat. and Mon.

The question of disposition of the detour fill has been suggested to the Bridge engineer or the Division Engineer, for approval.

CONSTRUCTION DIVISION
RECEIVED
 OCT - 6 1958

NOTED-- ☒ ☒ ☒ ☐ ☐
 CE ACE COE

Noted
 M. N. Juve

Signed

S. J. Wallis

Address

Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.19	.19		.19	
Miles partially completed					
Miles completed	.19	.19		.19	
Total estimated quantities (contract)	3,900	1860		120	
Total quantities corrected to date	3,900	1860		120	
Estimated quantities moved or placed to date	3,900	1860		120	
Average daily quantities	?	630		120	
Average daily quantities necessary to complete project on time					
Number shifts per day		1		1	
Hours per shift		8		10	
Average force on project for week		15		15	

Men 4

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 12

Men and tractors

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers , Crushing or screening plants

Compressors , Bulldozers , Compaction rollers , Distr. 1, , , , ,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

1250(4)
5016

Section McKercher Bridge For Week Ending May 3, 1958, 19__
 Highway Halsey-Sweet Home County Linn Kind of work Bridge & Approaches
 Contractor Tom Lillebo Section prefix 122-1066
 Date of contract Aug. 8, 1957, 19__ Contract number 5016
 Date work started _____, 19__ Specified work days 240
 Work days used _____
 Project authorization \$ _____ Per cent of time elapsed _____ %
 Exclusive of engineering \$ _____
 Estimated cost of completed project, exclusive of engineering \$ _____
 Estimated per cent overrun or underrun %
 Per cent of contract completed, based on total contract price %
 Engineering authorization \$ _____
 Engineering cost to date \$ _____ % Date project was completed _____, 19__

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Checked detour roadbed Mon. morn. for ready for oil. Told contractor would have to have in better shape. Tuesday morn. Mr. Kirkham, Section Foreman, Sweet Home started oiling with kettle. Still a littel soft.

Checked again Thursday. and seems OK.

Mr. Kirkham should be sommended for an excellent job under adverse conditions.

No further reports will be made until fall when the bridge is completed and it will be necessary to stake the approach fills and check out surfacing.

CONSTRUCTION DIVISION
RECEIVED

NOTED
H. N. Juv

NOTED
Eng B [initials]

Signed _____

Address _____

Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date	See bridge engrs. report for this information				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

5016

Monthly Transaction No. RECEIVED NOV 14 1957 3 FOR FILING	For <u>2</u> (5-29-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
Project Report No.	FEDERAL-AID PROJECT AGREEMENT	
	State <u>Oregon</u> County <u>Linn</u> Project No. <u>8-230(4)</u>	

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Calapooya River Bridge approximately 1.2 miles west of Crawfordville (SSN 212).

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	7/11/57	-
Rights-of-Way		
Construction	7/11/57	0.2
Other (Specify)		

FUNDS	
Estimated total cost of project \$ 95,009.00	Federal funds \$ 58,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
 (Official name of Highway Department)

By Charles Reynolds
Chairman, State Highway Commission
 (title)

By _____
Member, State Highway Commission
 (title)

By [Signature]
Member, State Highway Commission
 (title)

U.S. DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

By [Signature]
 Division Engineer

Date executed by
 Division Engineer November 13, 1957

RECOMMENDED FOR APPROVAL:
[Signature]
 STATE HIGHWAY ENGINEER

USComm-DC 11169

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Mein lieber Herr, ich habe Sie heute
in der Stadt gesehen. Ich habe
Sie sehr lieb.

NATURE OF WORK:

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5016 Tom Lillebo Constr. Co. 8-8-57

5016

DATE OF COMPLETION: 240 Workdays from 8-22-57

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-230(4)

McKERCHER BRIDGE (CALAPOOYA RIVER) SECTION OF THE

HALSEY-SWEET HOME HIGHWAY IN Linn County

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

Type Code P. E.

Preliminary Engineering	All Required		\$ 9,000.00
-------------------------	--------------	--	-------------

Type Code 5231

Roadway (Sta. 515+00 to Sta. 527+00) (Contract No. 5016)

Special Borrow Excavation, Unclassified	3,900 cu. yds.	\$.70	\$ 2,730.00
Metal Guard Rail	50 lin. ft.	5.00	250.00
Coarse Crushed Material in Base	1,600 cu. yds.	4.40	7,040.00
3/4" - 0 Material in Base	260 cu. yds.	4.50	1,170.00
Sprinkling	70 M-gals.	3.00	210.00
Furnishing and Placing Aggregates	120 cu. yds.	5.75	690.00
120-150 Asphalt	12 tons	65.00	780.00

			\$12,870.00
Flagging (57 1/2% of Contractor's Cost)	All Required		300.00

Subtotal			\$13,170.00
10% Engr. & Cont.			1,317.00

Total			\$14,487.00
-------	--	--	-------------

Type Code X081

McKercher Bridge (Sta. 520+87.56 to Sta. 522+61.56) (Contract No. 5016)

Provide Detour Bridge	All Required		\$11,500.00
Structural Excavation	50 cu. yds.	\$15.00	750.00
Class "A" Concrete	75 cu. yds.	68.00	5,100.00
Class "A-A" Concrete	275 cu. yds.	67.00	18,425.00
Metal Reinforcement	43,000 lbs.	.135	5,805.00
Prestressing Reinforcement and Prestressing	All Required		23,000.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00

Subtotal			\$65,020.00
10% Engr. & Cont.			6,502.00

Total			\$71,522.00
-------	--	--	-------------

Length of Roadway. 0.194 mile
 Length of Structure. 0.033 mile
 Total Length 0.227 mile
 Cost of Roadway Per Mile \$74,675.25

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Preliminary Engineering	\$ 9,000.00	\$ 5,000.00	\$ 4,000.00
Roadway	14,487.00	8,900.00	5,587.00
Structure	<u>71,522.00</u>	<u>44,100.00</u>	<u>27,422.00</u>
	\$95,009.00	\$58,000.00	\$37,009.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
 Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

RECEIVED
AUG 12 1957

FOR FILING

5016

August 12, 1957

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957, awarded to you State Highway Contract No. 5016 for structure, grading and oiling on the McKercher Bridge Section of the Halsey-Sweet Home Highway in Linn County.

This award was based on your bid of \$77,890, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

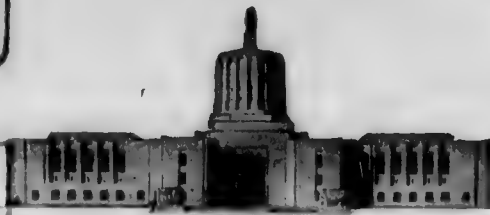
cc - P. M. Stephenson

Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
AUG 6 1957

FOR FILING

COMMISSIONERS
 BEN R. CHANDLER, CHAIRMAN
 COOS BAY
 CHAS. H. REYNOLDS, MEMBER
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND



STATE OF OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM

August 5, 1957

Linn County Telephone Company
 Lebanon, Oregon

Re: Linn County Telephone Company
 Telephone Line Adjustment
 McKercher Br. (Calapooya R.) Sec.
 Galsay-Sweet Home Highway
 Linn County

Gentlemen:

Bids on the above titled project will be received on August 8, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the removal of a single pole located on the southerly side on the existing highway near Highway Engineer's Station 522+75.

This pole is located on State highway right of way under the terms of Permit No. 752, issued to the Pioneer Telephone Company on July 8, 1936, so that it will be your obligation to make the necessary adjustment without reimbursement. It is requested that you proceed with the work as promptly as possible.

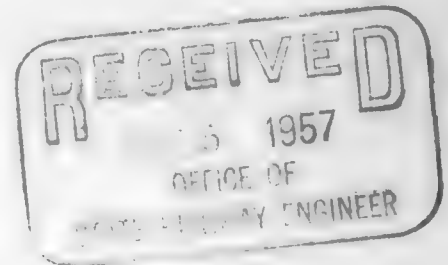
Further details may be secured from Mr. S. F. Walters, Box 324, Albany, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUSA
 Assistant Counsel

JWD:RM

cc: Mr. Forrest Cooper ✓
 Mr. L. H. Young
 Mr. J. D. Walker
 Mr. S. F. Walters
 Mr. F. A. Farrar



NOTED

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Project: Highway 101 - Sweet Home County: Lincoln Prefix: 122-1437
 Eng. K.E. Bachel Length of Project: 2.8 Miles Station: 515+00 to 527+00 Date: 6-5-57

TYPICAL SECTIONS ADT Trucks - 100 Tons - Classified - Heavy

Main Roadway

1 1/4" 0-11 Oil Mat.
 1 1/2" 0-8 1/2" base course
 1 1/4" of crushed rock
 over gravel base.

Borrow Area
Typical Soil
 35 LL
 0 PI
 23 % P. 200
 13 % 5.4
 65 % Value

Detour
 1 1/2" 0-30
 1 1/2" of 1/4" base course
 1 1/4" of crushed rock
 over gravel base.

Required	Desired	Base & Sub	Work
Crushed	Not Crushed	Exist. Surf. Allow.	
14			1 1/4" 0-11
			1 1/2" base
			1 1/4" Cr. Base
			14
			1 1/2" 0-30
			1 1/2" base
			1 1/4" Cr. Base
			9%

PROPOSED MATERIAL SOURCES

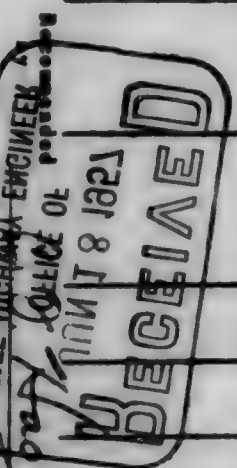
Location	Lab. No.	S.G.	Type of Material	Max. Size	# Pass No. 4 Screen	# Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.

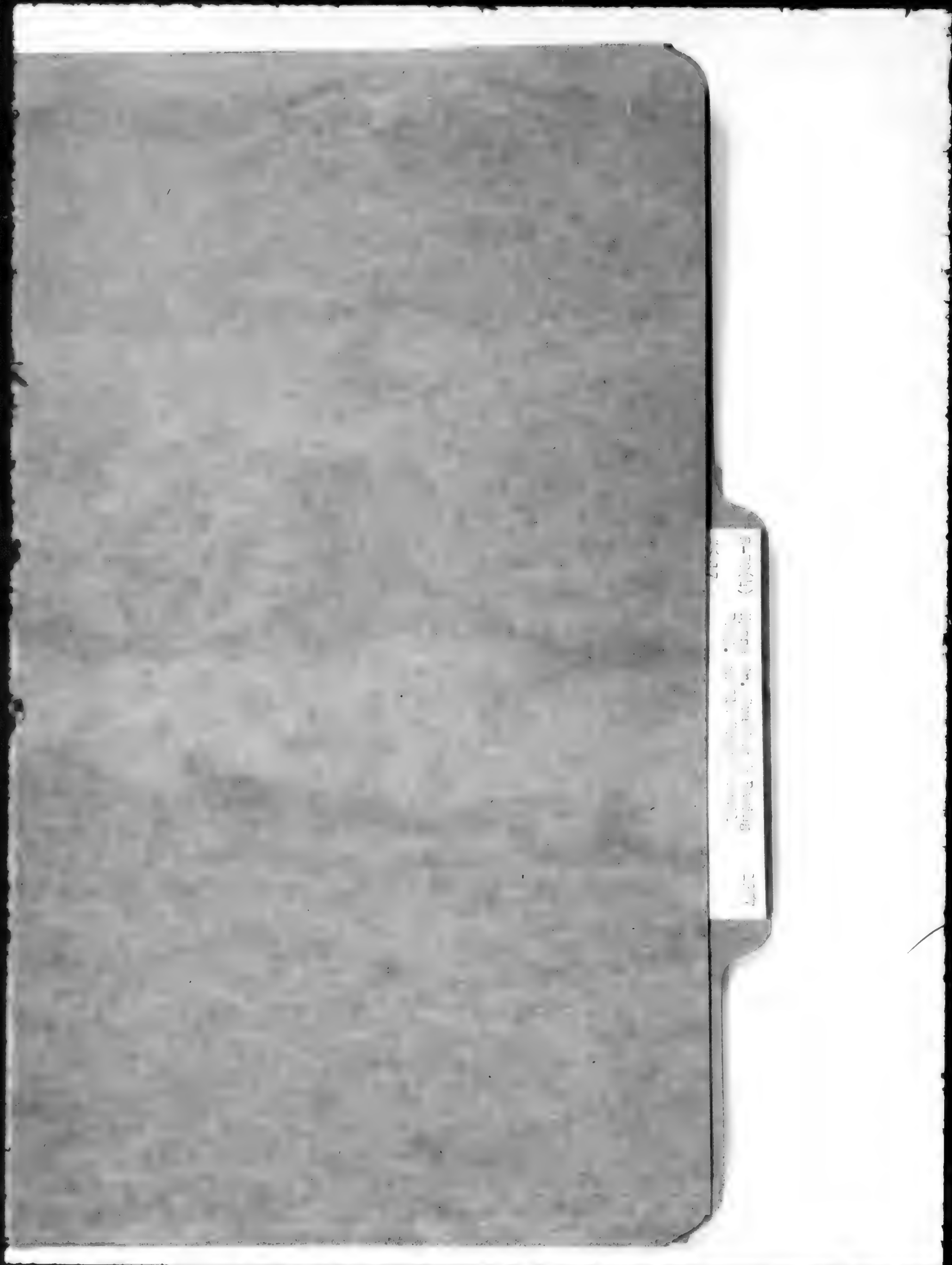
Suitable material source to be selected by the contractor.

cc Deputy State Highway Engineer
 Construction Engineer
 Engineer of Materials
 Division Engineer
 Resident Engineer
 Office Engineer
 Design Engineer
 Soils Engineer Division

Submitted by K.E. Bachel
 Recommended by K.E. Bachel
 Construction Engineer

Approved by K.E. Bachel
 Deputy State Highway Engineer





RECEIVED
JAN 21 1958

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 20, 1958

Files

(CONTRACT NO.) X-70(4)

(EST. NO.)

(CONTRACTOR)

5017

4 Final

H. J. & H. W. Miller

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

613

H202010

\$ 694.52

1-17-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **30 workdays from 8-26-57**

Time Extensions: **None**

Completion Date: **Oct. 12, 1957**

Date Accepted: **Oct. 31, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **1-20-58**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed **JAN 20 1958**
Gru

NOTED ON CARD

Em

RECEIVED
JAN 8 - 1958

FOR FILING
57

Jan. 8, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5017 for grading and paving on the Nyssa Bridge Section of the Old Oregon Trail in Malheur County was completed by the contractor, H. J. and H. W. Miller, on Oct. 12, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of \$694.52 will be released to the contractor on or after Jan. 18, 1958. The total contract amount is \$11,822.69, of which amount \$273.02 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

lm

Estimated 11/13/57

Monthly Transaction No. RECEIVED NOV 11 1957 FOR FILING	For -2 U.S. DEPARTMENT OF COMMERCE (5-25-57) BUREAU OF PUBLIC ROADS	te Oregon County Malheur Project No. B-70(4)		
FEDERAL-AID PROJECT AGREEMENT				
The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.				
Project termini Snake River (Nyasa) Bridge Approach Section (US 26 & 20).				
Project classification or class of work	Effective date of authorization	Approximate length		
Highway planning				
Preliminary engineering				
Rights-of-Way				
Construction	7/11/57	0.1		
Other (Specify)				
FUNDS				
Estimated total cost of project \$ 14,264.25	Federal funds \$ 8,800.00			
The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.				
<table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Chas. Reynolds</u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u>[Signature]</u> Member, State Highway Commission (title) </td> <td style="width: 50%; vertical-align: top;"> U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>[Signature]</u> Division Engineer Date executed by Division Engineer <u>November 13, 1957</u> </td> </tr> </table>			OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Chas. Reynolds</u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u>[Signature]</u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>[Signature]</u> Division Engineer Date executed by Division Engineer <u>November 13, 1957</u>
OREGON STATE HIGHWAY COMMISSION (Official name of Highway Department) By <u>Chas. Reynolds</u> Chairman, State Highway Commission (title) By _____ Member, State Highway Commission (title) By <u>[Signature]</u> Member, State Highway Commission (title)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS By <u>[Signature]</u> Division Engineer Date executed by Division Engineer <u>November 13, 1957</u>			
RECOMMENDED FOR APPROVAL <u>[Signature]</u> STATE HIGHWAY ENGINEER				

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Nysca Bridge Section
Old Oregon Trail Highway
Harrison County*

NATURE OF WORK:

Paving

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5017

5017 H. J. & H.W. Miller 8-8-57

DATE OF COMPLETION:

Completed: 10-12-57
Not yet accepted.

REMARKS:

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-70(4)

NISSA BRIDGE SECTION OF THE OLD OREGON TRAIL HIGHWAY
IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 25, 1957

Type Code 6201

Roadway (Sta. 12+00 to Sta. 17+40)(Contract No. 5017)

General Excavation, Unclassified	90 cu. yds.	\$ 1.70	\$ 153.00
Special Borrow Excavation, Unclassified	2,600 cu. yds.	1.55	4,030.00
Grouted Riprap	44 cu. yds.	11.50	506.00
Metal Guard Rail	400 lin.ft.	4.00	1,600.00
Hauling and Placing 1 1/2"-0 Rock in Base	860 cu. yds.	1.35	1,161.00
Hauling and Placing 3/4"-0 Rock in Base	250 cu. yds.	1.35	337.50
Sprinkling	34 M-gals.	5.00	170.00
Class "B" Asphaltic Concrete	340 tons	14.00	4,760.00
			<u>\$12,717.50</u>
Flagging (57 1/2% of Contractor's Cost)	All Required		<u>250.00</u>
Subtotal			\$12,967.50
10% Engr. & Cont.			<u>1,296.75</u>
Total			\$14,264.25

Length of Roadway. 0.102 miles
Cost of Roadway per mile \$139,845.58

Federal Funds. \$ 8,800.00
State Funds. 5,464.25
\$14,264.25

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

5017
The



County of Malheur

OFFICE OF
COUNTY COURT

G. Y. Chester,
County Judge
GEORGE CLEAVER,
Commissioner
AMEIL CLAUDE
Commissioner

VALE, OREGON

October 30, 1957

Mr. G. S. Paxson
Assistant Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

We wish to thank you for your courtesy and cooperation in the matter of the span from the old Nyssa bridge and also the advise contained in your letter of September 17, 1957.

The contractor has been contacted and the span will be moved to the bridge site on the Owyhee river during the first week in November.

Very truly yours,

G.Y. Chester

G.Y. Chester
County Judge



NOTED
G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

12-70141
2017

For Week Ending October 19, 1957

Section Nyssa Bridge Kind of work Grading and paving
 Highway Old Oregon Trail County Malheur Section prefix 23-1076-900
 Contractor H.J. & H.W. Miller Contract number 5017
 Date of contract August 6, 1957 Specified work days 30
 Date work started August 26, 1957 Work days used 28
 Project authorization \$18,016.31 Per cent of time elapsed 93.3 %
 Exclusive of engineering \$16,735.15
 Estimated cost of completed project, exclusive of engineering \$16,650
 Estimated per cent ~~overrun~~ or underrun 7.4 %
 Per cent of contract completed, based on total contract price 98 %
 Engineering authorization \$1,281.16
 Engineering cost to date \$1,200, 93.7 % Date project was completed October 12, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this project Saturday, October 12 which is the date of the Second and Third notification.

The semi-final is being held up on this project until Contractor send in Flagging Costs.

Eg B R

Signed Laurence C. Stratton
 Laurence C. Stratton, Assn't Resident Engr.

Address _____

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.10	0.10			0.10
Miles partially completed					
Miles completed	0.10	0.10-			0.10
Total estimated quantities (contract)	2,090	1,110			340
Total quantities corrected to date	1,800	1,275			358
Estimated quantities moved or placed to date	1,620	1,275			358
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear and	Cool	
Monday	" "	"	
Tuesday	" "	"	
Wednesday	" "	"	
Thursday	" "	"	
Friday	" "	"	
Saturday	" "	"	

RECEIVED
AUG 27 1957

FOR FILE

FORM 830-12 1/2 H-8-57-48100

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

August 26, 1957

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

SUBJECT: Idaho Power Company
Power Line Adjustment
Nyssa Bridge Section
Old Oregon Trail Highway
Malheur County

L I am in receipt of letter from Idaho Power Company dated August 23, 1957, relative to the above titled matter, which reads as follows:

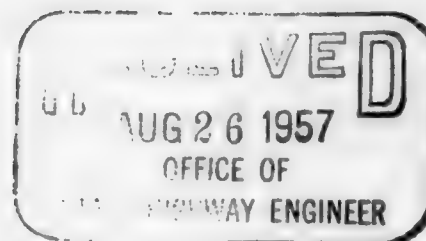
"This will advise that Pole No. CL 56 in connection with the above captioned project and the subject of your letter of August 13, has now been relocated and all work in connection therewith has been completed. This pole was owned by the Malheur Home Telephone Company rather than Idaho Power Company but was a joint pole to which our Company has a circuit attached."

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN

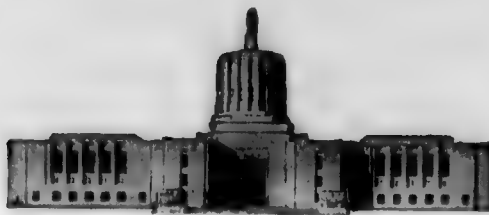
cc: Mr. Tom Edwards
Mr. A. F. Parson
Mr. Keats Oliver
Mr. F. W. Farrar

NOTED
FORREST COOPER



RECEIVED
JUG 13 1957

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MEYER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 13, 1957

Idaho Power Company
1220 Idaho Street
Boise, Idaho

Re: Idaho Power Company
Power Line Adjustment
Myasa Bridge Section
Old Oregon Trail Highway
Malheur County

Gentlemen:

Bids on the above titled project were received on August 8, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. This adjustment involves the moving of your Pole No. CL 56, which is located on the northerly side of the highway at Highway Engineer's Station 15+00. There also is a contact to this pole by the line of Malheur Home Telephone Company, and that Company, today, is being written to make the necessary change in the telephone facilities.

In view of the fact that the pole in question is located on State highway right of way under the terms of Permit No. 2188, dated May 29, 1946, it will be your obligation to make the necessary adjustment without cost to the State. It is requested that you proceed with the necessary work as soon as reasonably may be possible.

Further details may be secured from Mr. Keats Oliver, Box 784, Vale, who is resident engineer on the project.

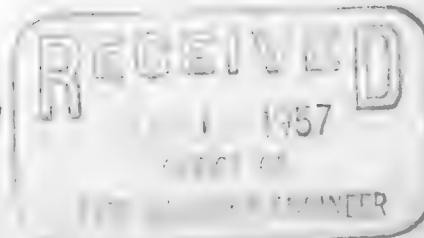
Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RM

cc: Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. A. F. Parson
Mr. Keats Oliver
Mr. F. W. Farrar

NOTED
FORREST COOPER



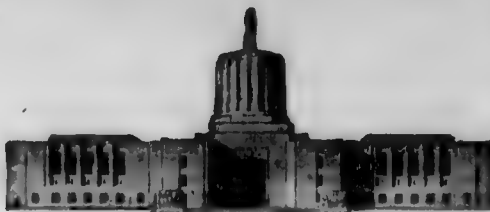
RECEIVED
FORM 8-1292 87 1/2 AM 10-28
AUG 15 1957

FOR FILING
COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 13, 1957

Malheur Home Telephone Company
70 S.W. Third Avenue
Ontario, Oregon

Re: Malheur Home Telephone Company
Telephone Line Adjustment
Nyssa Bridge Section
Old Oregon Trail Highway
Malheur County

Gentlemen:

Bids on the above titled project were received on August 8, 1957, and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction. The adjustment involves the moving of a contact on a power pole owned by Idaho Power Company on the northerly side of the highway at Highway Engineer's Station 15+00.

Notice is being given to Idaho Power Company to change the location of the pole. Due to the fact that this pole is on public highway right of way, it will be the obligation of your Company to make the necessary adjustments at your expense. It is requested that you proceed with the work as soon as Idaho Power Company has made the change in the pole location.

Further details may be secured from Mr. Kents Oliver, Box 784, Vale, who is resident engineer on the project.

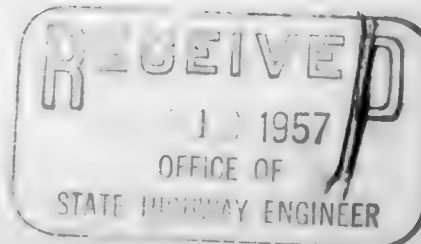
Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN

cc: Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. A. F. Parson
Mr. Kents Oliver
Mr. F. W. Farrar

NOTED
FORREST COOPER



RECEIVED
AUG 12 1957

FOR FILING

5011

August 12, 1957

H. J. & H. W. Miller
1230 Dewey Avenue
Baker, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957, awarded to you State Highway Contract No. 5017 for grading and paving on Nyssa Bridge on the Old Oregon Trail in Malheur County.

This award was based on your bid of \$12,717.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: Tom Edwards
HBG:lls S. H. Probert
R. G. Savage, SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Probert

08-35

July 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

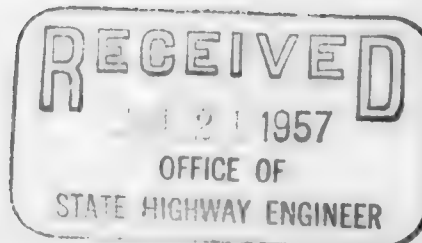
Dear Sir:

Reply is made to your letter of July 22, 1957 requesting approval of the use of approximately 860 cubic yards of 1-1/2"-0" and 250 cubic yards of 3/4"-0" of State-owned crushed stone materials on Project S-70(4), Nyssa approach to the Snake River Bridge.

Your proposal is approved with the understanding that the crushed stone materials will be furnished without cost to the contractor and without Federal participation in cost of production, also that the material meets State standard specifications.

Very truly yours,

C. G. Polk
C. G. POLK
Division Engineer



RECEIVED
JUL 24 1957
FOR FILING

July 22, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In anticipation of having to surface the west approach to the Snake River Bridge at Nysa, we last year purchased from a contractor who was operating in the vicinity, some 860 cubic yards of $1\frac{1}{2}$ " - 0" crushed materials and 250 cubic yards of $3/4$ " - 0" crushed materials, and had them stockpiled near the site of the approach road construction, our purpose being, of course, to avoid the extra expense that would be involved if the approach road contractor were required to make a crusher set-up for the small quantity of crushed materials required.

We propose to furnish this crushed material for use in the surfacing of the approach road without cost to the contractor and without federal participation in cost.

May we have your approval of this arrangement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
JUN 10 1957

FOR FILING

June 7, 1957

Oregon State Highway Commission

Gentlemen:

Construction of the approach to the new Hyman bridge, Malheur County, has not as yet been programmed. It is anticipated that the bridge will be done within the next two months; therefore, permission is requested for programming and contracting the Oregon approach, which is estimated to cost \$16,000, the work to be a federal-aid secondary project.

This matter will be on the agenda for your consideration at the June 27-28, 1957 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc, Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FC:me fn

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 3, 1957

SUBJECT:

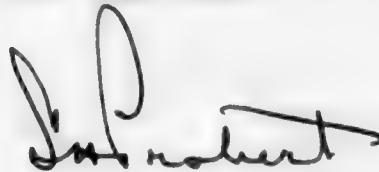
To: Forrest Cooper
Deputy State Highway Engineer
Office

We have two contracts to be let soon for projects for which allotments have not as yet been made by the Commission. These projects are:

1. Surfacing construction on the Ukiah-Forest Boundary Section of the Ukiah Secondary Highway in Umatilla County. Length 10.0 miles. Cost \$49,000.
2. Grading and paving Oregon approach to Snake River Bridge on Old Oregon Trail at Nyssa in Malheur County. Length 0.1 mile. Cost \$16,000.

Both *are*
~~The first of these projects is to be programmed as a Federal-aid Secondary Project. The second is to be programmed as a Federal-aid Primary Project.~~

Will you please arrange for Commission approval.



S. H. Probert
Office Engineer

NOTED
FORREST COOPER



FORM E-1043 500-0-56-06655

May 2nd, 1957.

RECEIVED
MAY 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

2357

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 21, 1959

176 (17)
(CONTRACT NO.)
176 (17) 132815
5018
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

16 Final
(WARRANT NO.)

Valley Const. Co. & Tower Sales &
(AMOUNT) Erecting Co. (DATE)

8999

H242242

\$ 41,259.23

4/21/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **310 workdays from August 22, 1957**

Time Extensions: **None of record**

Completion Date: **January 21, 1959**

Date Accepted: **March 5, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **April 23, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

APR 23 1959

NOTED ON CARL

cc

RECEIVED
APR 3 - 1959

FOR FILING

17) - 176
176
5018

April 7, 1959

CERTIFIED MAIL

Great American Insurance Co.
320 California St.
San Francisco 26, Calif.

Gentlemen:

State Highway Contract No. 5018, for 16 structures on the North Jefferson-Santiam Junction Section of the Pacific Highway in Marion and Linn Counties was completed by the contractor, Valley Construction Co. and Tower Sales & Erecting Co., on Jan. 21, 1959, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of \$41,259.23 will be released to the contractor on or after April 17, 1959. The total contract amount is \$530,954.17, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD

Em

Valley Construction Company

RECEIVED

AUG 25 1958

FOR FILMING

11407271000

5018

5018

State Highway Engineer.
State Highway Department
Albany, Oregon.

No: Sixteen Structures
Contract #5018:

6100 N. E. Columbia Blvd.
Portland 13, Oregon

Atlantic 7-1

Cooper

My Dear Mr. Williams:

We wish to thank you for your advice to us of yesterday regarding the operation. Contractors started a completion of the work and will be back to the location of our job in Albany.

We have today advised Inter City Sand & Gravel Co. of Eugene and are going to pile driving and road construction for us on the Eastern side of the river. This labour will be in operation so that they can go ahead and start the work plug out and start the last of the sixteen bridges. We are going to start this labour will be back by Sept 2nd, so we request if you again agree with your engineers that Harry Miller is right at the point of job on Monday of next week.

Thanks for your cooperation we hope that we do not have to bother you again with this small matter. Sincerely,

Sincerely very truly,

Valley Construction Co.

CHP:ID

By J. H. Fisher Pres.

CC to Inter City Sand & Gravel Co:

Original referred to
Edward G. C.

RECEIVED
SEP 5 - 1957

COMMISSIONERS FOR FILING

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

I-176(17) (18)
I-328(15)
5018



**STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM**

September 5, 1957

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Valley Constr. Co. & Tower Sales & Erecting Co.
6100 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5018, Sixteen Structures on the North Jefferson-Santiam Junction Section of the Pacific Highway in Linn and Marion Counties. Awarded August 8, 1957.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

Encl.

RECEIVED
AUG 12 1957

FOR FILING

I 116
5416

August 12, 1957

**Valley Construction Company &
Tower Sales & Erection**
6100 N. E. Columbia Boulevard
Portland 13, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957, awarded to you State Highway Contract No. 5018 for construction of 16 reinforced concrete deck girder bridges on North Jefferson Junction-Santiam Junction Section of the Pacific Highway in Marion-Linn Counties.

This award was based on your bid of \$504,182.25, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:llc

cc - P. M. Stephenson
Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED

JUL 12 1957

FOR FILING

IN 177.2

I 328(3)

5-11

08-35

July 10, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. E. and E. documents for Oregon Project I-176(17), Structures on the North Jefferson-S.P.R.R. Overcrossing Section of the Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. FOLE
Division Engineer

Orig to Mr. H. H. Hansen

NOTED
JUL 11 1957

1927

RECEIVED
SEP 10 1958
FOR FILING

When replying, refer to:
08-35.5

September 5, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Final voucher on Federal-aid Project No. U-306(1h), for the period August 21, 1957, to April 22, 1958, contains an item in the amount of \$1,436.12 for work done by the City of Portland under State force order 285. We are required to perform an on site audit of the cost of this utility work under the provisions of paragraphs C and D of Section XIII of General Administrative Memorandum 300, dated May 1, 1946. Please furnish us with three copies of the final and complete itemized billing, as required by GAM 300.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
Acting Division Engineer

NOTED
FORREST COOPER

Only to [illegible]

RECEIVED

file
C. to:
Rodgers Insurance Company,
Portland, Oregon
C.S. Whitcomb, Portland, Ore.
Glen Falls, Insurance,
San Francisco, Calif.

July 9th, 1958

State Highway Commission
State of Oregon
Salem, Oregon

Claim filed by C.S. Whitcomb & Co.,
on contract payments- Clay-Columbia
Interchange contract #5019.

Gentlemen:

NOTED
LOYD QUER
Replying to your letter dated June 30th, 1958, mailed
to you and signed by L. Jack Whitcomb, representing
C. S. Whitcomb and Company, sub-contractor on this pro-
ject, for the sprinkling system.

Expend
We wish to state that C. S. Whitcomb and Company have
been paid their share of all monthly payments made to
us on estimates turned by the Highway engineers, on re-
ceipt of such monies. Our bookkeeper was on vacation
at the time when Mr. Whitcomb asked for an accounting
of his payments. Not having all details at hand it
was not possible to give him a complete account until
our bookkeeper returned. We are enclosing a statement
of his account.

Mr. Whitcomb was advised at the time that when final
payment was received by us from the State he would
receive balance of any money due him.

NOTED
In his letter of June 30th, Mr. Whitcomb neglected to
mention that the State Unemployment Commission has garn-
isheed monies due him on our contract to the amount of
\$311.72, also we have a further credit of \$40.00 for
labor performed on Mr. Whitcomb's sprinkler lines in
April, 1958, making a total of \$351.72 to deducted from
balance due him.

We wish to state that had Mr. Whitcomb prosecuted his
work on installing the sprinkler system on this project
in the proper manner we could have completed our contract
last Fall and saved ourselves a maintenance cost of over
\$1,000.00 in the Spring of 1958. Mr. Whitcomb was either
unwilling or unable to do his work at the proper time
and has greatly delayed completion of this project to the
detriment of all parties concerned.

enc; 1 statement

Yours truly,
BENEDICT NURSERY COMPANY
By *Lee Benedict*

SINCE 1990

TELEPHONE ALPINE 3-1400

July 9, 1950

STATEMENT
FOR . . .

6038 N. Simpson Street

Portland, Oregon

TERMS

Re: payments on Contract #5019.

	DR.	CR.	BALANCE
allowed by State Hwy. Comm. Items 2 to 17 inc.		7925.13	
9/21/57	300.00		
9/26/57	878.19		
10/25/57	1229.14		
11/22/57 (garnishee)	272.54		
11/22/57	2435.44		
12/23/57	1809.63		
2/27/58	192.07		
5/5/1958 (garnishee)	90.00		
	<u>7207.01</u>		
service charge for labor			
	40.00		
	<u>7247.01</u>		
(retainer's fee payable on final estimate from Hwy. engineer's office)			678.12
		TOTAL	

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 3, 1958

file

11 30-58
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5019
(VOUCHER NO.)

9 Final
(WARRANT NO.)

Benedict Nursery Company
(AMOUNT) (DATE)

11840

H216486

\$ 434.97

7-3-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 75 workdays from 8-26-57

Time Extensions: None

Completion Date: Apr. 25, 1958

Date Accepted: June 19, 1958

Penalties: None of record

Claims: Claim by C. S. Whitcomb Company for labor & materials in
amt. of \$1,265.21, filed through Secretary of State.

Remarks:

Date: July 3, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 10 1958
grew

NOTED ON CARD
grew

At 7- 5879

C. S. Whitcomb Co.UNDERGROUND
LAWN SPRINKLING
ENGINEERS6038 N. E. SIMPSON STREET
PORTLAND 13, OREGON

June 30, 1958

Secretary of State
State of Oregon
Salem, OregonOregon State Highway Commission
Contract Number 5019
Clay- Columbia Traffic Interchange
Irrigation System

Dear Sir:

Notice is hereby given that the undersigned (C. S. Whitcomb Co.) has a claim for labor and materials furnished by the C. S. Whitcomb Co. for the installation of the irrigation system on the above mentioned contract No. 5019.

Our sub-contract with the general contractor (Benedict Nursery) was to be paid on the unit price basis, this total for our portion of the work amounted to \$ 8,017.13 (Eight thousand seventeen dollars and thirteen cents), The C. S. Whitcomb Co. has been paid only \$ 6,751.82 (Six thousand seven hundred fifty-one dollars and eighty-two cents). We are now making demand for the balance due \$ 1,265.21 (One thousand two hundred sixty-five dollars and twenty-one cents).

We understand that the principal contractor (Benedict Nursery) has been paid.

Wm. F. L. L. L.
Rogers L. L. L.
Secretary of State
Benedict Nursery
Ore. State High Comm

Yours truly

C. S. Whitcomb Co.

E. Jack Whitcomb
E. Jack Whitcomb

query
Wm. F. L. L. L.
Wm. F. L. L. L.

RECEIVED
JUL 1 - 1958

FOR FILING

71-5019-14
5019

June 30, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5019 for roadside improvement on the Clay Street-Columbia Street Traffic Interchange Section of the Pacific Highway West (Harbor Drive) in Multnomah County was completed by the contractor, Benedict Nursery Co., on April 25, 1958, and was formally accepted by the Highway Commission on June 19, 1958.

Final payment in the amount of \$414.97 will be released to the contractor on or after July 10, 1958. The total contract amount is \$16,807.13, of which amount \$192.07 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
WILLIAM L. EDWARDS
COMMISSIONER

DEPARTMENT OF PUBLIC WORKS
FOR FILING



CITY OF PORTLAND
OREGON

W. L. LINDSTEDT
ASSISTANT TO COMMISSIONER
GORDON L. BUNT
CITY ENGINEER

11-346(14)

5019

Mr. W. J. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Tom Edwards
Construction Engineer

Dear Sir:

Reference is made to your letter of May 7, 1958, requesting that the City of Portland assume the maintenance of the landscaped area of the Clay Street-Columbia Street traffic interchange.

As is indicated by the enclosed copy of letter to Commissioner Gordon L. Bunt it has been requested that the Bureau of Parks proceed with the maintenance of the above described area.

Very truly yours,

William L. Edwards
Commissioner of Public Works

Encl.
encl.

CONSTRUCTION DIVISION

RECEIVED

JUN 19 1958

NOTED- ☒ ☐ ☒ ☐ ☒
CE ACE ACE COE

Copy to Skelton
Lange

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS



G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER
GORDON L. BURT
CITY CLERK

CITY OF PORTLAND
OREGON

June 16, 1938

Commissioner Ormond R. Bean
Department of Finance

Dear Sir:

Attached hereto is copy of a letter from the State Highway Department requesting that the City of Portland take over the maintenance of the landscaped area of the 1st Street-Columbia Street Traffic Interchange Unit in accordance with the terms of the contract.

According to the report from the City Engineer the Bridge Division has computed that before the bridges were started the City was maintaining 43,500 square feet of landscaping in this vicinity, and after construction of the interchange the landscaped area was reduced to 10,000 square feet.

It is requested that the Bureau of Parks assume maintenance of the landscaped area referred to above under the same conditions and in the same manner as other similar areas.

Very truly yours,

Commissioner of Public Works

Sincerely,
cc: State Highway Department

CONSTRUCTION DIVISION
RECEIVED
JUN 19 1938

NOTED- ☐ ☐ ☒ ☐ ☐
LE ACE ACL COE

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 16, 1958

Section Clay St.-Columbia St. Traffic Interchange Kind of work Roadside Improvement
 Highway Pacific West County Multnomah Section prefix 26-1085
 Contractor Benedict Nursery Company Contract number 5019
 Date of contract August 8, 1957 Specified work days 75
 Date work started August 21, 1957 Work days used 75
 Project authorization \$ 21,618.00 Per cent of time elapsed 100 %
 Exclusive of engineering \$ 20,080.72
 Estimated cost of completed project, exclusive of engineering \$ 18,884.45
 Estimated per cent ~~average~~ underrun 5.96 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 1,537.28
 Engineering cost to date \$ 1,500.00 97.6 % Date project was completed April 25, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate was submitted to the Division Engineer May 15, 1958.

CONSTRUCTION DIVISION
RECEIVED
 MAY 19 1958

NOTED- ☒ EMB ☐ ☐ ☐ ☐ ☐
 DE AGE ACE COE

Signed

Lowell A. Johnston

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	Trees	Shrubs	Vines	Fertilizer Manure 10-6-4	Grass Seed
Total estimated quantities (contract)	85	1,200	4,550	18 31	280
Total quantities corrected to date	85	1,200	4,550	18 31	280
Estimated quantities moved or placed to date	85	1,200	4,500	18 31	
Average daily quantities	0	0	0	0	
Average daily quantities necessary to complete project on time	0	0	0	0	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
JAN 15 1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1958

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

L

The subcontract between Benedict Nursery and C. S. Whitecomb Co. covering Items 2 to 17 inclusive on the Clay Street-Columbia Street Traffic Interchange Roadside Improvement, Contract No. 5019 Oregon U-306 (14) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. G. Polk (2)

RECEIVED
JAN 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

5019

Monthly Transaction No. RECEIVED 11-13 FOR FILING Project Report No. 1957	Form -2 (5-26-57) FEDERAL-AID PROJECT AGREEMENT	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS State Oregon County Multnomah Project No. U-306(14)
--	--	---

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Clay St.-Columbia St. Section in Portland (U.S. 99W)

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7/24/57	0.4
Other (Specify)		

FUNDS

Estimated total cost of project \$ 20,422.60	Federal funds \$ 12,600.00
--	--------------------------------------

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
 (Official name of Highway Department)

By *Charles H. Rymond*
Chairman, State Highway Commission
 (title)

By _____
Member, State Highway Commission
 (title)

By *[Signature]*
Member, State Highway Commission
 (title)

U.S. DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

By *C. H. Tolck*
 Division Engineer

Date executed by
 Division Engineer **November 13, 1957**

RECOMMENDED FOR APPROVAL:
[Signature]
 STATE HIGHWAY ENGINEER

USCom-DC 11169

P R O J E C T A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

*Clay Street Columbia Street and Main Street
Benedict Nursery Co.
Multnomah County*

NATURE OF WORK:

Roadside Improvement

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

5019 5019 Benedict Nursery Co. 8-8-57

DATE OF COMPLETION: 75 Workdays from 8-26-57

REMARKS:

Oregon State Highway Department

Federal Aid
Project No. U-306(14)

CLAY STREET-COLUMBIA STREET TRAFFIC INTERCHANGE
OF THE PACIFIC HIGHWAY WEST (HAWBOR DRIVE) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 25, 1957

Trans Code X005

Roadside Improvement (Sta. 119+40 to Sta. 139+74) (Contract No. 5019)

Reshape and Topsoil Slopes	All Required	\$	\$ 1,050.00
1/2-inch Galvanized Steel Pipe	1,100 lin. ft.	0.40	440.00
3/4-inch Galvanized Steel Pipe	2,300 lin. ft.	0.50	1,150.00
1-inch Galvanized Steel Pipe	1,700 lin. ft.	0.62	1,054.00
1 1/2-inch Galvanized Steel Pipe	800 lin. ft.	0.73	584.00
1 1/2-inch Galvanized Steel Pipe	700 lin. ft.	0.80	560.00
2-inch Galvanized Steel Pipe	900 lin. ft.	1.20	1,080.00
2 1/2-inch Galvanized Steel Pipe	300 lin. ft.	2.25	675.00
1-inch Gate Valves	1 only	10.00	10.00
1-inch Section Control Valves	3 only	12.50	37.50
1 1/2-inch Section Control Valves	4 only	20.00	80.00
1 1/2-inch Section Control Valves	2 only	25.00	50.00
2-inch Section Control Valves	12 only	35.00	420.00
3/4-inch Quick-coupling Hose Valves	6 only	10.00	60.00
1-inch Drain Valves	20 only	13.00	260.00
Pop-up Sprinkler Head, Non-revolving	180 only	5.00	900.00
Shrubbery Sprinkler Head	190 only	2.00	380.00
Furnishing and Planting Trees	85 only	3.70	314.50
Furnishing and Planting Shrubs	1,200 only	2.17	2,604.00
Furnishing and Planting Vines	4,550 only	0.33	1,501.50
Leam Construction	1.2 Acres	1,000.00	1,200.00
Seeding Roadside Areas	0.5 Acres	300.00	150.00
Grass Seed, Highland Bentgrass	100 lbs.	0.75	75.00
Grass Seed, Creeping Red Fescue	120 lbs.	0.75	90.00
Grass Seed, Kentucky Bluegrass	60 lbs.	1.00	60.00
Fertilizer, Manure	18 cu. yds.	4.00	72.00
Inorganic Fertilizer, 10-6-4	31 cwt.	3.50	108.50
Sandst	75 units	12.00	900.00
Class "C" Asphaltic Concrete	30 tons	20.00	600.00
Type 3 - 70" Fence	20 rods	30.00	600.00
Flagging (57 1/2% of Contractor's Cont.)	All Required		\$ 17,066.00
Install Water Meters	All Required		300.00
			<u>1,200.00</u>
Subtotal			\$ 18,566.00
10% Engr. & Cont.			1,856.60
Total			<u>\$ 20,422.60</u>

Length of Project 0.385 Mile
Cost of Project Per Mile. . . \$53,045.71

Federal Funds.	\$ 12,600.00
State Funds.	<u>7,822.60</u>
	\$ 20,422.60

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-306(14)

CLAY STREET-COLUMBIA STREET TRAFFIC INTERCHANGE
OF THE PACIFIC HIGHWAY WEST (HARBOR DRIVE) IN
MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 19, 1957

Type Code X005

Roadside Improvement (Sta. 119+40 to Sta. 139+74)

Reshape and Topsoil Slopes	All Required		\$ 1,300.00
1/2 Inch Galvanized Steel Pipe	1,100 lin. ft.	\$0.55	605.00
3/4 Inch Galvanized Steel Pipe	2,300 lin. ft.	0.65	1,495.00
1 Inch Galvanized Steel Pipe	1,700 lin. ft.	0.80	1,360.00
1 1/2 Inch Galvanized Steel Pipe	800 lin. ft.	0.90	720.00
1 1/2 Inch Galvanized Steel Pipe	700 lin. ft.	1.00	700.00
2 Inch Galvanized Steel Pipe	900 lin. ft.	1.40	1,260.00
2 1/2 Inch Galvanized Steel Pipe	300 lin. ft.	2.00	600.00
1 Inch Gate Valves	1 only	12.00	12.00
1 Inch Section Control Valves	3 only	15.00	45.00
1 1/2 Inch Section Control Valves	4 only	20.00	80.00
1 1/2 Inch Section Control Valves	2 only	25.00	50.00
2 Inch Section Control Valves	12 only	30.00	360.00
3/4 Inch Quick-Coupling Hose Valves	6 only	15.00	90.00
1/2 Inch Drain Valves	20 only	15.00	300.00
Pop-up Sprinkler Head, Non-Revolving	180 only	5.00	900.00
Shrubbery Sprinkler Head	190 only	2.20	418.00
Furnishing and Planting Trees	85 only	3.31	281.35
Furnishing and Planting Shrubs	1,200 only	2.59	3,108.00
Furnishing and Planting Vines	4,550 only	0.43	1,956.50
Lawn Construction	1.2 acres	1,200.00	1,440.00
Seeding Roadside Areas	0.5 acres	200.00	100.00
Grass Seed, Highland Bentgrass	100 lbs.	0.80	80.00
Grass Seed, Creeping Red Fescue	120 lbs.	0.85	102.00
Grass Seed, Kentucky Bluegrass	60 lbs.	1.15	69.00
Fertilizer, Manure	18 cu. yds.	10.00	180.00
Inorganic Fertilizer, 10-6-4	31 cwt.	5.50	170.50
Sand	75 units	14.00	1,050.00
Class "C" Asphaltic Concrete	30 tons	15.00	450.00
Type 3 - 70" Fence	20 rods	15.00	300.00

Flagging (57 1/2% of Contractor's Cost)
Install Water Meters

All Required
All Required

\$19,582.35
300.00
1,200.00

Subtotal
10% Engr. & Cont.
Total

\$21,082.35
2,108.23
\$23,190.58

Length of Project 0.385 Mile
Cost of Project per Mile \$60,235.27

Federal Funds	\$14,300.00
State Funds	<u>8,890.58</u>
	\$23,190.58

RECEIVED
SEP 17 1957

FOR FILING

11-306(14)

September 11, 1957

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering installing water meters on the Clay St.-Columbia St. Traffic Interchange Section of the Pacific West (Harter Drive) Highway in Multnomah County, Contract No. 5027, in connection with Federal Aid Project No. U-926(14).

It is necessary that water meters be installed for connection to the new work. Copies of the agreement with the City of Portland, covering the installation of meters with reimbursement by the State, and the City's estimate are attached hereto.

Your approval of this order under the provisions of GS-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:bb

Encl.

NOTED
FORREST COOPER

RECEIVED
AUG 27 1957

FOR FILING

11-306 (14)
5-19

August 27, 1957

**Benedict Nursery Company
735 Northeast 87th Avenue
Portland, Oregon**

Gentlemen:

In connection with the Clay Street-Columbia Street Roadside Improvement Project which was awarded to your company on August 8, 1957, we should call to your attention that although landscape gardening is not defined as a hazardous occupation by the Workmen's Compensation Law, you will be required to accept the provisions of the Workmen's Compensation Law under the terms of the contract awarded to you. It may be that you have already taken steps to do this but if not, please do so as soon as possible.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:llc

cc: State Industrial Accident Commission
Attention: R. G. Savage

RECEIVED
AUG 12 1957

FOR FILING

5411

August 12, 1957

Benedict Nursery Company
735 Northeast 87th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on August 8, 1957, awarded to you State Highway Contract No. 5019 for Clay St. -Columbia St. Traffic Interchange Roadside Improvement Project in Portland in Multnomah County.

This award was based on your bid of \$17,066, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc - Mark Astrup
Tom Edwards
S. H. Probert
R. G. Savage, SIAC

X **RECEIVED**
AUG 11 1957
FOR FILING

OREGON DISTRICT

08-35	5019
-------	------

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 8, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5019 for Oregon Project U-306(14), Clay St.-Columbia St., Pacific Highway West (Road-side Improvement), to Benedict Nursery Co. of Portland, Oregon, low bidder in the amount of \$17,066.00 at today's bid opening.

Very truly yours,

C. G. Polk
C. G. Polk
Division Engineer

W. C. Williams

RECEIVED
JUL 25 1957
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

U-306 (14)

5017

08-35

July 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for
Oregon Project U-306(14), Clay Street-Columbia Street Traf-
fic Interchange, Roadside Improvement.

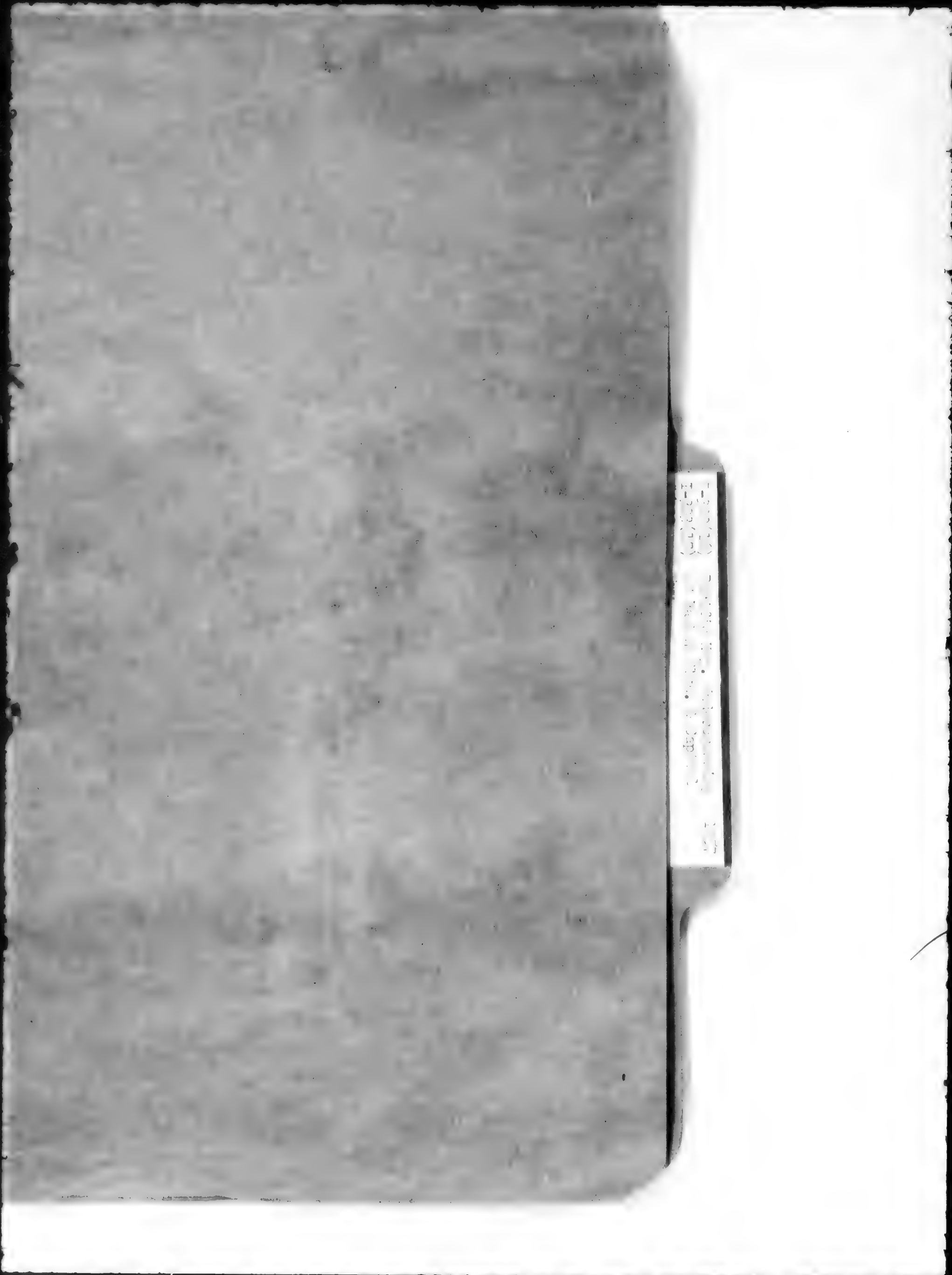
This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
Division Engineer

RECEIVED
JUL 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

W. C.



RECEIVED

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

FOR FILE

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: January 4, 1962

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: T. Dec
Acting Division Engineer

SUBJECT: Oregon Project I-5-6(3)296
S.W. 3rd Avenue-S.W. Capitol Highway Section (Structures)

A review of the final voucher for the above project has brought up questions which must be explained prior to payment of the final voucher.

The resident engineer's statement of over-runs and under-runs for Contract 5020 states under Item 12 (Class "B" asphaltic concrete) that approximately 800 tons of paving were placed on Barbur Blvd. which was to have been done under Contract 4998. The bid price for Class "B" asphaltic concrete under Contract 4998 is \$6.70 per ton as compared to \$8.10 paid under Contract 5020. This is an increase of \$1.40 per ton. Please submit a detailed explanation of the reasons for doing the work in this manner instead of under Contract 4998 at a lower unit price.

Under Price Agreement #2 (North End, Quarry Rock), there is an over-run of 193%. The original estimate was 2,640 cubic yards as compared to a final quantity of 7,739 cubic yards. The resident engineer's statement of over-runs and under-runs does not explain the reason for the large over-run on this price agreement.

A prompt reply will facilitate our processing the voucher for payment in the near future.

*Merchant
Young
Higdon*

RECEIVED
JAN 6 1962

RECEIVED
SEP 23 1961

FOR FILING

I-303(14)
5020

September 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 14, 1961, concerning the final cost of Project I-5-6(h)295 exceeding the agreement estimate amount by approximately 25%.

There are three contracts involved in the project and an analysis of each develops the following data:

<u>Contract No.</u>	<u>Contract and Contingency Items in Agr. Est.</u>	<u>Approv. Cont. Items Not in Agr. Est.</u>	<u>Totals</u>
<u>Contract 4998</u>			
Agr. Est. Ant.	\$ 643,094.50	- -	\$ 643,094.50
Final Constr. Ant.	\$ 730,124.20	\$ 55,997.57	\$ 786,121.77
Overrun	\$ 87,029.70 (13%)	- -	\$ 143,027.27
<u>Contract 5020</u>			
Agr. Est. Ant.	\$ 43,746.00	- -	\$ 43,746.00
Final Constr. Ant.	\$ 87,379.70	\$ 30,504.70	\$ 117,884.40
Overrun	\$ 43,633.70 (100%)	- -	\$ 74,138.40
<u>Contract 5165</u>			
Agr. Est. Ant.	\$ 488,533.35	- -	\$ 488,533.35
Final Constr. Ant.	\$ 502,451.31	\$ 27,293.01	\$ 529,744.32
Overrun	\$ 13,917.96 (03%)	- -	\$ 41,210.97
<u>Totals, All Contracts</u>			
Agr. Est. Ant.	\$1,175,373.85	- -	\$1,175,373.85
Final Constr. Ant.	\$1,319,953.21	\$113,795.36	\$1,433,748.57
Overrun	\$ 144,579.36 (12%)	- -	\$ 258,374.72 (22%)

Mr. C. G. Falk
September 27, 1961
Page 2

The overrun of approximately \$87,000 on Contract 4996 was occasioned principally by severe wet conditions encountered during construction that required the use of considerable more perforated metal drain pipe than originally anticipated with a corresponding increase in drainage excavation and special backfill in drains. Metal rail also overrun due to more rail being required on the detour at Capital and Barbur to properly safeguard traffic. Likewise, considerable rail was used at S. W. 26th Ave. that was not originally anticipated, but was necessary for the same reason. The overrun of these items approximates the entire contract overrun.

The overrun of approximately \$43,600 on Contract 5020 was due to the excavation quantity being in error. It is not apparent how the error occurred but it is probable the original excavation computation inadvertently overlooked including the quantities between the retaining walls and abutments of the Capital Highway Undercrossing structure and the outside edges of the footings.

A comparison of the total cost of the Agreement Estimate items with corresponding final estimate quantities shows an overrun of 12%. The remainder of the overrun, approximately 10% is occasioned by contingency items consisting of approved Price Agreements, Extra Work Orders and other items not originally anticipated. When the complex nature of this type project is considered which traverses a highly developed urban area with many complications necessarily developing numerous changes during construction, it is our feeling the variation between the estimated and final costs is not too unduly great.

The large overrun for preliminary engineering was due to the several major changes made in the interchange layouts at Tigard Junction, Capital Highway and several other points, these changes resulting from the several conferences between the City of Portland, Multnomah County, Bureau of Public Roads and the State.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:jb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 14, 1961

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

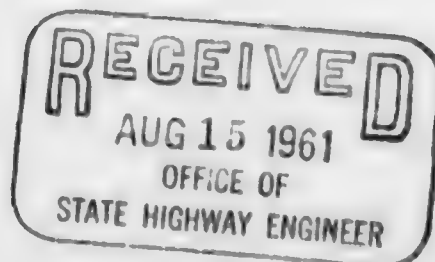
SUBJECT: Oregon Project I-5-6(4)295
S.W. 14th Avenue-Washington County Line Section
Modification of Project Agreement - Final Voucher

We have received a final voucher on the above project showing a total cost of \$1,651,112.00 and Federal Funds claimed of \$1,471,892.00. The previous modified project agreement shows a total cost of \$1,313,111.00 with Federal funds of \$1,212,800.00. The final voucher shows an increase of \$338,001.00 in total cost and \$259,092.00 in Federal funds. No explanation of the increase in cost of over 25% was given, except for the resident engineer's explanation of overruns and underruns, which is very brief. Before a modified project is prepared for such a large increase of funds, it is requested that a detailed explanation of the over-run in costs be furnished for each item which exceeds the project agreement amount by more than 10%.

Modification of the agreement at the final voucher stage is permitted to provide additional funds only to cover normal overruns or increases due to approved change and extra work orders. An increase of this amount cannot be considered normal. In the future, where a project has such extensive overruns, it is requested that a revised agreement estimate and explanation of the overruns be forwarded prior to submission of the final voucher.

Folder

NOTED



RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 14, 1960

I-303(16)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5020

(VOUCHER NO.)

21 Final

(WARRANT NO.)

Gibbons & Reed Company

(AMOUNT)

(DATE)

32681

147536

\$ 19,995.98

1-14-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract.
The warrant will be held in the Accounting Division until advised by you that release is
authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion date: 325 workdays from August 22, 1957

Time Extensions:

None of record

Completion Date:

November 11, 1959

Date Accepted:

December 16, 1959

Penalties:

None of record

Claims:

None of record

Remarks:

Date:

January 14, 1960

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

JAN 15 1960

NOTED ON CARD

lc

RECEIVED
DEC 31 1959

FOR FILING

503 (M)
503 (M)
5030

December 31, 1959

Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

State Highway contract #5020 for the Pacific Highway Undercrossing of Barbur Blvd. and Capitol Highway on the SW 14th Ave.-Washington County Line Section of Pacific Highway in Multnomah County was completed by the contractor, Gibbons & Reed Co., on November 11, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of \$19,995.98 will be released to the contractor on or after January 11, 1960. The total contract amount is \$530,738.56, of which amount \$11,315.81 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc: Continental Casualty Co.,
Northwest Branch Office
105 Cobb Bldg.,
Seattle 1, Washington

cc: Continental Casualty Co.,
Howard Weese
910 Broadway Bldg.,
Portland, Oregon

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Pacific Hwy. U-Xing of Barbur Blvd. & Capitol Hwy. For Week Ending November 13, 19 59
 Section Harbor Drive-Wash. Co. Line Section Kind of work Structures and Grading
 Highway Pacific County Multnomah Section prefix 26-1088
 Contractor Gibbons & Reed Co. Contract number 5020
 Date of contract Aug. 8, 19 57 Specified work days 325
 Date work started Sept. 3, 19 57 Work days used 282
 Project authorization : : : \$ 578,765.50 Per cent of time elapsed 86.8 %
 Exclusive of engineering : : : \$ 541,306.62
 Estimated cost of completed project, exclusive of engineering \$ 547,381.64
 Estimated per cent overrun on ~~estimated~~ 1.14 %
 Per cent of contract completed, based on estimated cost 100 %
 Engineering authorization : : : \$ 37,458.88
 Engineering cost to date \$ 38,000.00 101.4 % Date project was completed November 11, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	100%	100%	100%	100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Paving of the driveway to the former McCurdy triplex was completed on Monday. Guard Rail was installed Tuesday. The project was completed Wednesday, November 11, and Mr. Al Rear inspected the job Thursday.

The office force is working on the semi-final estimate, which should be submitted by November 20.

No further weekly reports will be submitted for this project.

Noted
M. N. Juve

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED

NOV 16 1959

NOTED--
CE ACE COE

Signed Lowell A. Johnston by Jan Rose

Address 8665 SW Canyon Rd., Box W-5, Portland 25

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	35,400	1,050	-	-	280 T
Total quantities corrected to date	66,514	2,271	-	-	1,447 T
Estimated quantities moved or placed to date	66,514	2,271	-	-	1,447 T
Average daily quantities	0	0	-	-	70
Average daily quantities necessary to complete project on time	0	0	-	-	0
Number shifts per day	0	0	-	-	1
Hours per shift	0	0	-	-	8
Average force on project for week	0	0	-	-	5

Men	5
Supervision	1
Men and trucks under 3 tons	0
Men and trucks over 3 tons	3
Men and tractors	0

Equipment used during week: Shovels 0, Power graders 1, Rollers 0, Mixers 0, Crushing or screening plants 0

Compressors 0, Bulldozers 0, Compaction rollers 0, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	2	Workday
Tuesday	Cloudy	2	"
Wednesday	Cloudy	-	Legal Holiday. Project completed this date.
Thursday	Fair		
Friday	Fair		
Saturday			

NOTED
C. E. PAULSEN

NOTED
JOHN R. DAVIS

NOTED
M. R. JUNE

RECEIVED
JUL 23 1959

FOR FILING

FORM E-30X-57,500-2-57-1472

I-303(16)	OREGON STATE HIGHWAY DEPARTMENT
I-303(17)	INTER-DEPARTMENT CORRESPONDENCE
file	
5020	

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 21, 1959

SUBJECT:

Pacific Highway Undercrossing
of Barbur Boulevard and Capitol
Highway
Contract No. 5020

To:

Mr. W. C. Williams
State Highway Engineer
OFFICE

Gibbons and Reed, contractors on the above project, have completed all of the work required under the terms of the contract with the exception of a small portion of the illumination installation, and a small amount of paving on the structure proper.

Due to the present and proposed traffic pattern in this location, it is thought best not to do this work until proposed traffic signals at this site which are being installed under a separate contract are completed. Present indications are that these signals will not be in place until some time late in August, at which time Gibbons and Reed will be in a position to complete the work to be done under their contract.

In view of the delay occasioned the contractor by conditions beyond his control, he has requested that the retained percentage of 7½% now being held on the job be reduced to 3%. This will release some \$20,000 of the contractor's funds. May I have your permission to reduce the retained percentage per the contractor's request.

If this does meet with your approval, please return one copy of the attached letter so that I may forward it along to the Auditor.

CAG/mm
Attached

Ivan D. Merchant
Bridge Engineer

APPROVED


W. C. Williams
State Highway Engineer

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement
of Records:

By contract number

Index:

INDEXING: Begins with #4938 Ends with: #5020

FLASH CARDS: Begins every Contract

Remarks: #5020 continued on reel 86

Reel No. 85 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU
MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 4 day of March 19 81
photographed the documents appearing on this roll of film, that they are true
copies of documents, found in the record file described above, and that the
integrity of the above described record file has been maintained on the film
by microfilming each document in the exact order in which it was found in the
file, with the exception, if any, of documents omitted because of technical
difficulties and/or by error, as indicated on the film in the cross-reference
notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was
procured as permanent film of the slow burning cellulose ester or polyester
type known as safety photographic film, conforming to applicable standards of
the American National Standards Institute; and that the processing conforms to
the standards for permanent film; and that sample of film processed by this
Service are periodically tested.

Signature

Silvar Storm